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FEBRUARY 1950



SAMUEL GOMPERS

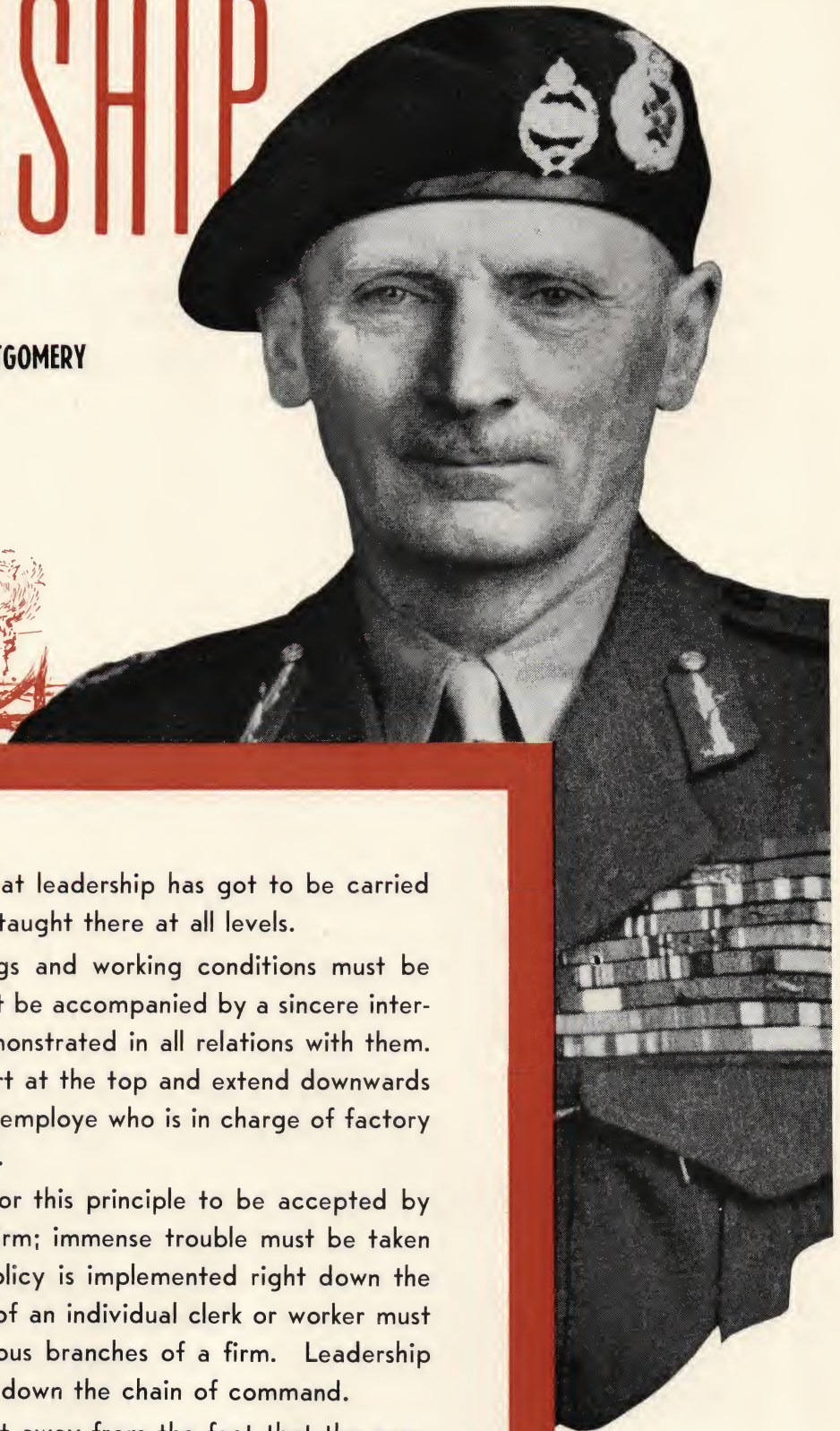
Centennial

1850

1950

LEADERSHIP

By
FIELD MARSHAL LORD MONTGOMERY



I believe firmly that leadership has got to be carried into industry and be taught there at all levels.

Of course earnings and working conditions must be good. But these must be accompanied by a sincere interest in employees—demonstrated in all relations with them. This interest must start at the top and extend downwards to the lowest ranking employee who is in charge of factory workers or office staff.

It is not enough for this principle to be accepted by senior officials of a firm; immense trouble must be taken to ensure that the policy is implemented right down the line. The treatment of an individual clerk or worker must not differ in the various branches of a firm. Leadership must be taught right down the chain of command.

You can never get away from the fact that the average man, being human, works best when he is satisfied and happy, and if he is made to feel that his employer is genuinely interested in his well-being.

The International Teamster



DANIEL J. TOBIN • Editor
THOMAS E. FLYNN • Assistant Editor

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Brotherhood Week

The International Brotherhood of Teamsters takes a particular interest in the annual observance of Brotherhood Week this month, sponsored by the National Conference of Christians and Jews.

The Teamsters have been among the leading advocates in America of the fight for a greater measure of tolerance and equality. We have in our organization all races and creeds. We have found that prejudice, whether in business, the labor movement, government or social life, is an evil thing.

Most prejudice arises from a lack of understanding or from a sense of insecurity. We can attack both of these causes in our own private capacities and through our unions. We should all seek to know the other fellow's point of view, regardless of his religion, race or belief.

Bias is a great divider and it is used by the enemies of labor to cause trouble within the ranks of workers. We must not let that happen in the Teamsters. We can help in the fight against prejudice by helping in the national observance of Brotherhood Week.

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Top Leaders in Gompers Tribute

LEADERS of Labor and the nation paid honor to Samuel Gompers, first president of the American Federation of Labor, on January 5 at a centennial celebration held in Washington, D. C. It marked the beginning of a series of meetings, scheduled to be held in 1950.

President Harry S. Truman, lauding Gompers as "the originator of the great movement which set labor free," and Vice President Alben Barkley headed a distinguished list of guests which included outstanding congressional leaders and five members of the cabinet.

The Washington celebration heralded the beginning of the campaign by the American Federation of Labor to add a million new members to its already record-breaking membership of eight million trade unionists.

Honoring the memory of Gompers were three members of the Ex-

President Truman, Vice President Barkley, Five Cabinet Members Join in Honoring Memory Of American Federation of Labor Founder

ecutive Council who served under the presidency of the AFL's first chieftain. Secretary-Treasurer George Meany of the AFL introduced the three veteran labor leaders: AFL President William Green, General President Daniel J. Tobin of the International Brotherhood of Teamsters and Matthew Woll, President of the Photo Engravers. Presidents Tobin and Woll have been vice presidents of the American Federation of Labor for many years.

Dignitaries Present

Present on the dais with the members of the Executive Council were five Cabinet members: Dean Acheson, Secretary of State; Maurice J.

Tobin, Secretary of Labor; Oscar L. Chapman, Secretary of Interior; Charles Brannan, Secretary of Agriculture, and J. Howard McGrath, the United States Attorney General.

Senator Elbert Thomas (Utah) chairman of the Committee of Public Welfare and Labor and Representative John Lesinski (Mich.) chairman of the Education and Labor Committee of the House led a delegation of members of Congress present at the banquet which was held in the Hotel Statler.

Although not scheduled to speak President Truman paid a "surprise" visit to the banquet to add his tribute to those being extended to the memory of the late president of the



General President Daniel J. Tobin and President Truman chat at the microphone while the crowd applauds Mr. Truman's address. At extreme left is Vice President Alben W. Barkley. Others, from left to right, are: Mrs. Barkley, AFL President William Green, George Harrison, president of the Railway Clerks, Mr. Truman, Mr. Tobin, AFL Secretary-Treasurer George Meany and Secretary of State Dean Acheson. President Truman paid high tribute to the American Federation of Labor founder.



General President Daniel J. Tobin (center) introduces Musicians' President James Petrillo (second from left) to Vice President Alben W. Barkley (right). At the extreme left is AFL Vice President Matthew Woll, head of the Photo Engravers' Union.

AFL. Toastmaster Meany named a committee of three to escort the President of the United States to the speakers' platform: President Tobin, AFL President Green, and George M. Harrison, president of the Brotherhood of Railway Clerks and an AFL Executive Council vice president.

In opening the program Toastmaster Meany praised the "great heritage" and "great responsibility" left by Gompers and said that a series of meetings in 1950 would bring home to America "the kind of man Gompers was."

A personal touch on the life of Gompers was added by a telegram from Simon Gompers, only living brother of the late AFL president, and through introductions of close relatives of Samuel Gompers present. Mr. Meany introduced Mrs. Samuel Gompers, Jr., daughter-in-law; a granddaughter, Mrs. McKay, and Dr. Calvin McKay a great-grandson of the AFL founder.

In the principal address, Vice President Barkley praised Gompers as a leader who "dedicated himself to such an extent that I doubt if there ever has been a leader of the American working man or

woman—or whether there ever can be one—who so indelibly impressed his personality and his character upon the American people as he did."

Gompers' fight against radicalism

was emphasized by the Vice President who said of the American Federation of Labor members, "They are a great bulwark against un-American influences seeking to penetrate our country . . . Samuel Gompers came to a land of promise. He helped to make it a land of fulfillment. The American way of life as we know it and enjoy it today, was humanized and enriched by his life and his labors."

"With all his heart," concluded Mr. Barkley, "Samuel Gompers believed in the words of Abraham Lincoln that 'whatever serves labor serves the nation.' To this philosophy, Gompers added a principle of his own, that 'a good union member must be a good citizen.' He fought and won battles against sweatshop and starvation wages, against industrial serfdom and oppression. He met and defeated the challenge of Communist attempts to control the labor movement. He believed that in a free country free working men and women acting together of their own free will, could improve their standards of living through peaceful and

(Continued on page 30)

President Tobin Quoted in Tribute

President Daniel J. Tobin and the article in the January TEAMSTER were quoted by Vice President Matthew Woll in his address at the Gompers' Centennial banquet held in Washington, January 5.

President Tobin, AFL President Green and Mr. Woll are the only living members of the Executive Council serving under the presidency of the late Samuel Gompers.

In his address Woll said:

"As a final and concluding word, may I join with the expression of Daniel J. Tobin president of the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America, where in his closing chapters of an article published in THE INTERNATIONAL TEAMSTER magazine in January

1950, he said of President Gompers:

"Those who knew Sam will agree with me when I say that it is my personal judgment that there never was any greater leader in the labor movement in this country, in Germany, in England, or any other country than the man who was born 100 years ago in the slums of London and whose anniversary will be celebrated by the American Federation of Labor, opening with a banquet on January 5th at the Statler Hotel in Washington, D. C."

"And then, too, I join with him in saying that, 'The only missing link to the chain which binds the men of labor together is that good old Sam will not be there instilling fire and courage and determination into those present.'"

Report Reflects ICC Failings

THE Interstate Commerce Commission has recently issued its annual report covering the period for November 1, 1948, to November 1, 1949. The document contains 184 pages, and differs from similar reports made in the 1890's and the early years of this century in that the former aggressive zeal for promoting the public interest and the welfare of the employes in the transportation field has faded into speculation and disinterest.

Theme Song

The opening sentence of the report can well be its theme song: "The year covered by this report has been one of great difficulty for many carriers and shippers." The 50,000,000 citizens who voted in the last Truman election are not very heavily represented there; neither do the several hundred thousand truck drivers, members of the Teamsters Union, benefit from the solicitous expression which the Interstate Commerce Commission has for the carriers and shippers.

The following excerpts from its report show clearly the lack of initiative and independence within the Interstate Commerce Commission for saving the trucking industry from ruining itself.

"The problems today are not how to rehabilitate transportation facilities shown up by war as inadequate and obsolete, as was the case in 1919, but how best to serve with economy and improving efficiency transportation facilities taxed to their capacity during the war and somewhat more than adequate for the requirements of peacetime domestic economy."

"Under S. Res. 50, the Senate Committee on Interstate and Foreign Commerce has undertaken a comprehensive inquiry into all phases of transportation."

"In view of these important in-

quiries into what is new in problems of interstate and foreign transportation, and of the thorough review of current information concerning these problems, we believe that at this time we should make no recommendations as to basic matters affecting transportation in a large way."

"The number of [motor carrier] accidents reported continues to increase from year to year."

"Again in 1948 the number of accidents reported by common and contract motor carriers subject to our regulation, and the resultant casualties, have increased substantially during a period marked by a national decrease in motor-vehicle accident fatalities of 2 per cent, as reported by the National Safety Council."

Work Curtailed

"Lack of staff has also required curtailment in the work of examining and correcting quarterly and annual reports to the point where a number of reports are given only a superficial examination."

"Our staff has cooperated with the national accounting committee of American Trucking Associations in advancing the standards of accounting in the motor carrier industry."

Our field staff also made extensive investigations of carriers' accounts for the purpose of obtaining data regarding possible violations of the Interstate Commerce Act and regulations other than those pertaining to accounting and filing reports. Many of these investigations resulted in criminal proceedings against the carriers and the assessing of fines by the courts; others were

handled under civil proceedings and injunctions obtained. Two carriers were fined a total of \$12,000 for failure to comply with our accounting rules."

"However, due to increased costs of equipment, parts and labor, the motor carriers have found it necessary to operate as conservatively as possible in order to maintain a reasonably safe ratio between revenues and expenses. There has been a slight decrease in their volume of traffic but, by reason of the revenue increases in some areas, the over-all revenue of motor carriers is substantially the same as last year."

"Although some progress is being made in this important part of our work, there is an urgent need for a considerable enlargement of our safety program as evidenced by the accident situation described under the report of our Section of Safety."

Types of Offenses

"Classification by types of offenses charged in court proceedings concluded October 1, 1948, to October 1, 1949. Each unit represents one or a number of counts for the type of offense against one person:

Carrier operating without authority	175
Broker operating without license...	7
No insurance—civil and criminal ..	40
Rebates and concessions.....	11
C. O. D. remittances.....	19
Failure to observe lawful rates....	11
Operating without proper rates....	10
Excess on-duty hours.....	38
Excess driving hours.....	32
No doctors' certificates.....	60
Failure to require logs.....	58
Drivers' logs—none or improper... 16	
Defective equipment.....	5
Unqualified drivers.....	8
Failure to report accidents.....	6
False hours of service reports....	12
Drivers falsifying logs.....	24
Failure to file hours reports.....	7
Driver drinking on duty.....	1

Extension of credit	5
Fictitious bill of sale.....	1
Accounting reports and records....	13
Improper billing	11
Failure to issue or retain B/L, F. B. or receipt	5
Unlawful control	3
Issuing securities w/o authority....	1

"To the extent of the ability of our available staff we are continuing our enforcement work with motor carriers in an attempt to obtain compliance with our motor-carrier safety regulations. The number of motor vehicles and combinations inspected by our field staff in 1948 and the first six months of 1949 reveal the following: Number of vehicle inspections in 1948—16,073, in which there were disclosed 57,970 separate deficiencies; for the period October 1, 1948, to September 30, 1949, there were 10,106 such in-

spectations revealing 36,052 deficiencies. In both of these periods the deficiencies included defects in steering mechanisms, brakes, lighting devices, and various other mechanical features necessary for the safe operation of motor vehicles on the highway.

"The number of driver-asleep accidents reported during the period July 1, 1948, to June 30, 1949, was 249 as compared to 197 for the similar preceding period. The increase is due to a large total number of accidents reported and use of a new supplemental form designed to elicit more specific information in questionable cases."

"There are at present 21,887 for-hire motor carriers and 187 brokers who are subject to the provisions of the Interstate Commerce Act. Seven

hundred and twenty exempt motor carriers and 2,432 private motor carriers were officially notified that their motor-vehicle operations in interstate or foreign commerce are subject to our Motor Carrier Safety Regulations, making a total of 5,126 exempt carriers and 19,197 private carriers that have been so advised to date. It is estimated that there are 25,000 exempt carriers and 100,000 private carriers who have never been notified, except through press releases, that they are subject to the safety regulations. With the staff at our disposal, it is impossible to make the application of our safety regulations wholly effective with respect to exempt and private motor carriers who operate approximately one million motor vehicles over the Nation's public highways."

The ICC Truck Leasing Inquiry

IT is interesting to review the present state of the trucking industry from the information piled up in the truck leasing case (I.C.C. MC-43) now awaiting decision of the Interstate Commerce Commission.

The Teamsters Union has studied attentively all the exceptions filed on behalf of the parties. It has found little in those exceptions that requires or merits reply. The exceptions, while serving their necessary function of permitting the parties to formalize their positions, brought forth no significant new arguments, interpretations of facts, or changes in position.

Proposed Rules

The proposed rules which are primarily attacked by exceptors are those found to be required by the Examiner to minimize the evils involved in trip-leasing. They are: Rule IIa(3), requiring that equipment leases (except those between authorized carriers) be of a minimum duration of thirty (30) days;

Exceptions Filed to Proposed Rules, Which Would Minimize Trip-Leasing Evils, Show No Significant New Arguments or Facts

Rule IIc, prohibiting the payment of compensation for equipment rentals on the basis of a percentage or division of revenues; and Rule IIg, requiring that, with the exceptions noted, persons assigned to drive leased equipment be employees of the lessee carrier.

The consequences of trip-leasing were exhaustively explored at the hearing, carefully briefed by many parties, and well analyzed by the Examiner in his Report. The Union believes that provisions, generally of the character of the three above noted, are clearly required, and they have our strong support to the extent we indicated in our previously filed exceptions.

Certain agricultural and related interests have been permitted to intervene since the Examiner's Re-

port was filed, and have entered specialized pleas as to the supposed necessity of permitting exempt carriers to trip-lease. These interveners appeared unaware that they were merely repeating arguments which had been widely explored and fully argued in the course of these proceedings. These arguments echoed those again advanced in their exceptions by Florida Railroad and Public Utilities Commission, Florida Citrus Commission, and six Florida area carriers headed by Georgia-Florida Motor Express, Inc.

The Union believes that these pleas of the exempt carriers are not only totally without merit, but even audacious in their undisguised desire to permit "exempt carriers" to provide a full-blown transportation service without submitting them-

selves to regulation. There is no force in the constantly reiterated argument that to accord the privilege of trip-leasing to "exempt carriers" is an economic necessity in order that the individual piece of equipment may return to its point of origin with a pay-load. Where there is a movement of exempt commodities in one direction, and a compensating movement of general commodities in the reverse direction, it may be economically sound that both movements be carried in the same vehicles to the fullest extent feasible. It does not follow that those vehicles should be owner-operator vehicles or should have the status of "exempt carriers." The basic and underlying question is whether or not the provision of transportation service (hauling fruits, vegetables and the like in one direction, and miscellaneous general commodities in the reverse direction) should or should not be subject to general regulation.

'Calamitous Results'

We will not here review the calamitous results which are brought about by the competition of these so-called "exempt carriers." We do point out a partial recognition of this fact by their strong supporter, the Florida Railroad and Public Utilities Commission. The Florida Commission asserts that, if the view were taken that the so-called "exempt carriers" had to obtain authorizations from the Commission and if substantial numbers of them succeeded in so doing, "the result would be the complete elimination of presently existing regulated motor carriers—which is in absolute conflict with the purposes of the Act." What the Florida Commission fails to recognize overtly is that the elimination of existing regulated motor carriers is now being threatened by the increasing swarms of so-called "exempt carriers." The regulated carriers who own equipment may be driven from the highways by the cutthroat competition of some of the "exempt carriers" and their

allies, the uninvested, gypsy-using operators who sell them their operating rights.

Many of the gypsy-using operators and their defenders argue primarily in their exceptions, not the factual issues or the merits involved in the Examiner's Report, but rather supposed legal issues involved in prescription of the rules.

Exception Fails

We point to the exceptions filed by Heavy Hauling, Machinery Moving & Erecting Section, Local Cartage National Conference. This group asserts a primary interest in the rules proposed to govern interchange, further asserts its acute need for a reasonable rule allowing haulage from origin to destination, and even filed a pleading requesting a further hearing as to the necessity of special consideration for the group's operations. This group makes general assertions as to the harshness of the interchange rules, but wholly fails to indicate any manner in which the proposed rules will affect or disadvantage its members. It appears to assume, erroneously, that the Examiner's proposed rules preclude interchange of equipment beyond trailers or semi-trailers.

A second example is provided by the exceptions of Independent Movers' & Warehousemen's Association, Inc. These household goods movers attack the proposed rules as impractical, impossible of application, and ruinous to the moving industry. They say that leasing is employed by movers, not primarily to utilize owner-operators, but to overcome the effect of restrictive certificates. Those having pin-point radial rights can obtain return pay-loads only by leasing their equipment to other carriers who have the requisite authorization. Whether or not these arguments have force, they have nothing to do with the Examiner's proposed rules. Equipment-leasing between certificated carriers is very freely permitted under the recommended rules, provided only that a few necessary formalities be followed in

order that the Commission and the public may be not misled. The movers will be significantly affected in concluding inter-carrier leases only insofar as they desire to sublease the equipment of their gypsies, rather than their own. It is not, therefore, any problem of restricted certificates which motivates their opposition.

Virtually the same situation obtains in regard to the exceptions filed by the National Automobile Transporters Association. This association pushes the necessity for "flexibility in operations," but fails to recognize that the proposed rules accord them the maximum feasible "flexibility" in freely permitting inter-carrier leasing. They are also affected only when they desire to sublease equipment leased from gypsies. The impropriety of, and the evils attendant on, practices of this character were abundantly clear from the record. Subleasing must be stopped, as involving an unwarranted dilution of carrier responsibility and control, and as opening the door to widespread evasions of law.

Won't Be Misled

Greyvan Lines, Inc., whose all-gypsy operation would have to be changed more in format than in substance, nevertheless asserts in capitals that "adoption of the proposed rules recommended by the Examiner would put Greyvan out of business." The Commission will not be misled by this and other statements of great extravagance. H. W. Brown & Co. undertakes to advise the Commission that "to comply strictly with the rules would mean that rates of food carriers would soar to fantastic levels and the grave threat of inflation will become a challenge to the existence of the nation." The Transport Corporation maintains that the proposed rules would destroy the transportation facilities of the tobacco industry—"a national economic disaster." The Kaplan Trucking Company (and five other Ohio-area carriers associated with it on the brief)

tells the Commission that the prohibition of trip-leasing "would take away one of the elements of flexibility which has made motor transportation great and in turn has made our country great."

While we have singled out some particularly glaring examples of exaggeration, this vice affects virtually all of those who complain as to the supposed "harshness," "severity" and "drastic nature" of the Examiner's proposals. It is almost necessary to recall that he did not propose the abolition of the country, or of its motor freight transportation industry. He proposed some rules to govern the leasing and interchange practices of motor carriers which, as he intended, left great freedom and discretion to the industry. Carriers may lease equipment without numerical or percentage-wise limitation; they may lease equipment of other carriers with complete freedom; they may lease

owner-operator equipment freely provided only the lease be of a minimum duration of thirty days; they may continue to conduct operations without so much as owning a single piece of equipment. The rules proposed are, if anything, unduly light in their impact, and the Commission should not be misled to the contrary because a vociferous minority of the trucking industry resorts to fanciful language in their efforts to defend a status quo proven of record to be productive of manifold evils and to threaten a complete regulatory breakdown.

The National Industrial Traffic League, also an intervener, favors the Commission with a 33 page, printed brief belaboring the merits and legal validity of—the wrong rules! What the League attacks are those rules first suggested by the Bureau of Motor Carriers, not those proposed by the Examiner after hearing which, to some extent, an-

swer the criticisms of the League. In a proceeding of this scope, error may be unavoidable and undue criticism of minor mistakes would be unwarranted. The League's error is not of a minor category. When it vigorously excepts to the wrong thing, it is open to doubt whether any of its views merit attention.

The League in a second respect casts doubts on whether its arguments could be helpful in this proceeding. On page 3 of its Exceptions, it is confessing "in candor" that its resources would not permit it to buy a transcript of the hearing, undertake comprehensive analysis of the testimony, or even "follow this proceeding closely." But, by page 26, it has acquired such familiarity with the record that it is admonishing the Commissioners not to "presume to think that this record affords any sound basis for them to determine . . . what should be the terms of leasing arrangements. . . ."

When to Register for Primaries

Each month, THE INTERNATIONAL TEAMSTER will call attention to voter registration dates coming up in the near future and point out who is eligible to vote. Members are urged to check their registration status carefully and make certain they qualify to vote in the November elections.

Florida—New voters in the state of Florida must register by April 1. To be eligible to vote, a person must have resided in the state for one year and in the county six months.

Illinois—New voters in Illinois and those who did not vote in 1946 elections must register by early March. Persons who have lived in the state one year, in their county 90 days and in their election district 30 days are eligible to vote.

Indiana—New voters and those who failed to vote in 1948 must register by April 1. Six months' residence in state, 60 days in township and 30 days in precinct are necessary to qualify for voting.

Maryland—New voters and those who have not voted since 1944 must register by about April 1. To qualify, one must have

lived in the state for six months and in the county or city six months.

Nebraska—New voters must register by about April 1. Six months' residence in state, 40 days in county and 10 days in precinct or ward are qualifications for voting.

New Jersey—Early March is the registration deadline for new voters and those who failed to vote in 1946 and 1948. One year of residence in state and five months in county are requirements for qualifying.

Ohio—New voters and those who did not vote in 1948 must register by early April in order to qualify to vote against Senator Taft. To be eligible, a person must have lived in the state one year, in the county 30 days and in the precinct 28 days.

Pennsylvania—New voters and those who failed to vote in 1948 must register by the middle of March. One year's residence in the state and two months in city and county is required.

Virginia—Annual poll tax of \$1.50 must be paid by April 30. Eligible to vote are persons who have lived in state one year, in county, city or town six months and in precinct 60 days.

Dictator Denham Must Abdicate

"DICTATOR" Robert N. Denham, general counsel of the National Labor Relations Board, is "unfit to continue in his position."

The charge of unfitness was levied at the NLRB official by American Federation of Labor's Executive Council on January 30 following by a few hours an address made by Denham in Washington in which he charged the International Brotherhood of Teamsters with having a potential strangle-hold on the nation's economy.

Speaking before a truckers' meeting, Denham attacked not only the Teamsters but all organized labor.

Attacks Teamsters Union

In a long tirade against labor before the employers' group the NLRB general counsel said, "But have you ever stopped to realize what a complete hold the Teamsters have on every segment of the nation's business? Not just a part of it. The only difference between this overwhelming power of the Teamsters, and that of the United Mine Workers, the Communications Workers, and the Steel Workers, is that these latter have their power and authority concentrated in a single trade, or line, or type of industry, while the Teamsters reach out and touch every industry. If they could just concentrate that control, as most of the other organizations do, under a single master-type agreement or formula pattern for collective bargaining that would apply to and tie in all of the industries which they touch, there would be no measuring the economic force and power of the Teamsters in this country."

The Denham blast so aroused the Executive Council and General President Daniel J. Tobin that a lengthy statement was prepared and issued from Miami, Fla., where the Council was holding its sessions.

Denham speeches were recalled in

President Tobin, Other AFL Leaders Deplore NLRB Counsel's Abuse of His Office In Seeking More Shackles for Labor; Should Promote Industrial Peace, Not Strife

which he had attacked the National Labor Relations Board and ridiculed its decisions "even though," as the AFL points out, "he as General Counsel is required under law to represent in courts the very agency he criticized."

"In that speech," says the Council referring to an address by Denham before employers in New York, "he again demonstrated his adamant and unreasoning attitude to organized labor and again dem-

"... he (Denham) is unfit to continue in his present position which requires impartiality in dealing with conflicts between labor and management."

—AFL Executive Council.

onstrated himself as the protagonist of the employer, thus adding further conviction to the view of organized labor that he is unfit to continue in his present position which requires impartiality in dealing with conflicts between labor and management . . ."

Referring to the Washington speech of January 30, the Council blasted the NLRB official and said that "he has expanded his field of complaint and, while still critical of decisions of the NLRB he charges into the legislative field and suggests that certain labor unions are monopolistic organizations whose activities might well be circumscribed and proscribed by the enactment of anti-trust laws designed to accomplish that purpose."

Quoting Denham's statement on the Teamsters, the AFL said, "the General Counsel inferentially suggests that some legislation should be enacted to curb the activities of this (Teamsters) labor organization and other labor organizations."

Denham Attack Baseless

"This unjustified attack on labor organizations generally, and on the Teamsters' Union in particular, is unsound, baseless and without factual foundation."

The statement pointed out that the Teamsters' organization "is an association of affiliated unions; that each local union is autonomous; each bargains for itself for hours, wages, working conditions, etc. During the past year there has been no major strike."

"The inability of Mr. Denham and the Board to agree on the proper interpretation of this Act and the sorry spectacle this disagreement now presents is proof, if any need be given, that this Act unduly and improperly interferes with and impedes the lawful foundation of labor organizations . . ."

The attack of Denham on the Teamsters was answered also on the same day it was issued by Frank Edwards, AFL news commentator.

"This is not the first time that Denham has launched into an ill-prepared attack upon various labor groups but in the name of common decency it should be the last. In the sparring match between labor and management, it is a bit disconcerting to find a referee using brass knuckles on labor," Edwards declared.

Union's Stand on Owner-Drivers

IT JUST isn't true that the A. F. of L. Teamsters' Union is trying to force independent truck owner-drivers out of the Over-the-Road trucking operations or is trying to exercise complete control over them. Those who make such charge do so either because they have no knowledge at all of what the Teamsters' Union program is with respect to the owner-drivers or because they deliberately misrepresent the facts. The fact is that owner-drivers have been members of the Teamsters' Union for many years, and it is only through the Teamsters' Union that they have been able to adequately protect their wages, hours and working conditions as drivers.

How It Started

It must be remembered that the entire owner-driver idea grew out of the desire of employers to avoid the payment of social security taxes, unemployment compensation taxes, workmen's compensation insurance premiums, and a number of similar obligations which employers have to their employees and the public. The scheme that these employers worked out was to convince the driver that if he bought his own equipment he then would be an independent business man and would be in a position to earn a lot more money than he could as an employee. But the price which the driver paid for the equipment was exorbitant, and financing charges were high. The owner-driver found that he was being compelled to have all of his repairs done by the employer and to buy his gasoline, tires, and other supplies from the employer, all of this, of course, at a great profit to the employer, and at a loss to the owner-operator.

The owner-driver also soon found that in order to make payments on his equipment and to meet all of his other obligations, he would have to work hours in excess of those

Teamsters International Is Not Attempting To Force Owner-Drivers Out of Business, But Seeks to Protect Members' Welfare

by **THOMAS E. FLYNN**

prescribed by the Interstate Commerce Commission, would have to violate various safety rules and regulations of the Interstate Commerce Commission, and would be unable to maintain his truck.

He also found that he had to keep his equipment in practically continuous operation, no matter how low the rental, or the type of commodity handled. Under these circumstances the owner-driver generally lost his truck to the finance company or to the employer. The average owner-driver found after a year of operation, if he was lucky enough to still have his truck at that time, that his net for the year was substantially less than he would have earned if he had continued on as a direct employee.

Turned to Teamsters

It was because of abuses of this kind that the owner-driver turned to the Teamsters' Union for protection. Since under Interstate Commerce Commission regulations, decisions of the National Labor Relations Board, the decisions of the Federal Courts, the owner-driver, while driving his own equipment, was also an employee of the carrier who hired him, it was perfectly proper for him to belong to the union and for the union to represent him in negotiations. This has already been firmly established as a matter of law.

The Teamsters' Union, instead of trying to force the owner-driver out of business, has tried and is trying to protect his wages as an employee-driver. In order to do this, it is necessary to set the minimum rental rate for the equipment owned and

driven by the employee. If a minimum rental rate were not established, there is no way of protecting his wages as the driver of his equipment. For example: Under union contract all driver employees are entitled to 5¾c a mile while operating a certain type of equipment. If he is operating his own equipment (trailer and tractor), he has to get a minimum of 11c a mile for the operation of that equipment (above and beyond his wages as a driver) to break even. This figure relating to minimum cost of operation of the equipment was not arbitrarily set by the Teamsters' Union, but resulted from studies by impartial experts in the field, and can be verified by the records of the Interstate Commerce Commission. It is obvious that if an owner-driver received less than the cost of operation of his equipment, then his wages would be reduced accordingly. In the example given, if the owner-driver got only 9c a mile for the use of his equipment, then his 5¾c a mile as a driver was being reduced by 2c a mile because he has to take 2c out of his wages to add to the 9c he received so that he would have the 11c necessary to pay for the operation of his equipment.

Other Abuses

The Teamsters' Union also tried to eliminate the abuse of compelling owner-drivers to buy all of their gasoline, tires, equipment, accessories, etc. from the employer, by demanding that the owner-driver would have free choice in such matters. The Teamsters' Union also required the employer to pay social

security and other taxes to the State and Federal Government and also to pay certain fines which were the responsibility of the employer. It also protected the owner-driver with regard to his seniority as a driver, his vacation pay, lay-over and breakdown pay, minimum guarantee, etc. It was, and is, only in this way that the Teamsters' Union has been able to protect the interests of the man who owns and drives his own piece of equipment. But the man who owns more than one piece of equipment is not covered by the Teamsters' contract, and the Teamsters' Union makes no effort to establish the rental rates for any equipment which he owns but which he does not drive himself.

Violations Cited

At the recent hearing before the Interstate Commerce Commission, page after page of testimony showed that the owner-operator were violating all or most of the safety rules and regulations of the Interstate Commerce Commission in an effort to maintain their equipment and to wind up with a profit at the end of the year. It showed that many veterans, particularly, were sold a bill of goods on buying their own equipment, but soon found out that they were losing money as well as their equipment. The owner-operator is ordinarily a law-abiding citizen just like the great majority of our people, but he had to take "shortcuts" to protect his investment and feed his family. Union protection makes unnecessary the taking of such shortcuts.

Not All 'Gypsies'

Nor is it true that all owner-drivers are called "gypsies" by the Teamsters' Union or by the Interstate Commerce Commission. A "gypsy" is an owner-driver who does not operate under a regular lease with a common or contract carrier, but who tries to pick up business wherever he can and at whatever rates he can. In order for the "gypsy" to make a living, it is neces-

sary that he violate the rules of the Interstate Commerce Commission, and that he work at wages lower than the union wages. It is for that reason that the Interstate Commerce Commission has recommended that the "gypsy" operation be eliminated by having leases run for a minimum of thirty (30) days and by exercising more rigid control over the operation of the owner-driver.

The Teamsters' Union recognizes that there is a legitimate place in our transportation system for the man who owns and drives his own truck. The use of the owner-driver by carriers provides a certain amount of necessary flexibility in the operation of common and contract carriers, since they can use the services of the owner-driver at times when their freight loadings become so high that their own equipment cannot handle it.

Teamsters' Aim

We repeat that all that the Teamsters' Union is interested in is in protecting the wage scales and working condition of its members, and in making sure that all persons who drive trucks are treated as employees and in accordance with union standards and conditions.

The Teamsters' Union supports the recommendations of the Interstate Commerce Commission because it feels that only through those recommendations can we improve our safety records on the highway, and have a healthy and stable trucking transportation industry. Those who oppose the recommendations made to the Interstate Commerce Commission either don't know what the problem is or are not familiar with the trucking industry, or are anxious to continue to exploit and take advantage of the owner-operator. The evidence given in the hearing before the Interstate Commerce Commission, the recommendations of the hearing examiner, and the reasons given for those recommendations are complete justification for the position of the Teamsters' Union and the great bulk of the legitimate

owner-drivers and employers in the trucking industry. If the recommendations are adopted by the Interstate Commerce Commission the only persons who will suffer are those who want to break down the high standards which we have established for the over-the-road truck driver, including the man who drives his own equipment.

New Haven Drivers Win NLRB Decision

A "cease and desist order" has been issued against the Vosburgh Moving Co., New Haven, Conn., following a complaint of unfair labor practices lodged against the transfer company by Local No. 443 in that city, according to John Pisano, secretary-treasurer of the local union.

Last April, James E. O'Brien suggested to his co-workers that they join the International, which they did. The union then notified the company on May 3 that it was representing the men for purposes of negotiation. On May 9, O'Brien was fired.

The next day the other men decided not to go back to work unless O'Brien was reinstated and, that same day, were handed unemployment slips stating they had left work voluntarily.

After these actions, charges of unfair labor practices were filed with the NLRB, which led to the recommendations by Trial Examiner David London.

Stop Discrimination

The company has been ordered to stop all job discrimination, to recognize Local No. 443 as the bargaining agent for the workers, to stop restraining and coercing its employees in their rights of organization, to offer to O'Brien and five other discharged employees their jobs back and to pay them all back wages to the time of their discharges. The company has 20 days from the time the report was made to comply with the recommendations.

Local 753—Great Chicago Union

IN 1902 when labor unions were not very plentiful, Local 753, The Chicago Milk Wagon Drivers Union, which takes in the outlying suburbs, was born, beginning with less than one hundred members.



J. G. Kennedy

Today with forty-eight years of fruitful service to its members, Chicago and its suburbs completely organized, Local 753 is still progressing towards attaining better working conditions, increased benefits and greater security for their more than 5,000 members.

Double Celebration

A few years ago the present Executive Board, comprised of the following young officers, Peter Hoban, vice president; Tom Haggerty, secretary-treasurer; Gus Moline, recording secretary; Al Richards, senior trustee; Albert Krueger and William McNulty, junior trustees; paid tribute to President James G. Kennedy by making the anniversary party a double celebration to honor him for the valuable services rendered during the close to forty years he has served Local 753 in an official capacity.

Mayor Martin A. Kennelly, before 2,000 guests and representatives of all locals affiliated with Joint Council 25 of Chicago, the Governor of the State of Illinois, and numerous other outside local unions, civic dignitaries, members of their union and their families, praised Local 753 as being one of the finest organizations he had ever come in contact with. He also commended its officers for the constructive and progressive job it has done and was continuing to do for its membership. He praised it also

Milk Drivers Local Was Born in 1902, Grows From 100 Members to 5,000; Anniversary Observance Also Honors Long-Time Servant

because of the great service it rendered in various drives throughout the war and the many contributions made by some of its officers who were serving the city and state on many of its civic organizations.

In the very early years Local 753 through its able leader, the late William A. Neer, assisted many unions to organize, allowing them to utilize space in its offices while helping them morally and financially to grow and become part of the great Teamster movement of the Chicago area. Other names which made part of the early team along with President Kennedy and Al Richards were Steve Sumner, Bob Fitchie, Ray Bryant, Fred Dahms, Joe Patterson, Frank Koban, Tat Jaquith and Ed Schondorf. Many of these folks have passed to the land beyond the horizon, after many years of valued service to Local 753. The late President Henry Weber and Joe Therry, recording secretary, elected in 1940, made many valuable contributions to their union.

Boosted Union

Local 753 has always been a staunch supporter and contributed much toward some of the success and growth of our International Teamsters Union and its great leader, President Daniel J. Tobin, while maintaining a very democratic organization for its own members. It looks with pride toward one of its former members, Tom Flynn, assistant to the General President, who is doing a fine job rendering invaluable service to all our fellow Teamster Unions throughout the states and Canada. Another one of our members is doing a fine job for

the International, Henry Burger, General Organizer for the Chicago area. Just recently another long time member, Harry O'Reilly, was appointed as Director of Organization by President Green of the American Federation of Labor.

During its entire history the Milk Drivers Union contracts has always been one of the best in the nation and as such has always been looked up to. This may seem a little boastful, but the record of the past 48 years will bear this out. During this entire period its officers on numerous occasions have rendered considerable service to other unions of similar nature in many parts of the United States and Canada whenever called upon.

Pension Program

Among the many services provided by Local 753 to the membership in addition to a very favorable wage scale is something new in their recent contracts, a union pension severance program which, at the present time, has over \$500,000 in the fund, contributed solely by the employers. It is payable to members after 25 years of service who are unable to continue in the craft or who reach 65 years of age.

The membership of Local 753 received many benefits and services put into effect in the last several years such as sick benefits, death benefits, hospitalization, complete X-ray service, cardiograph to determine heart conditions free, with the service of one of the best medical advisers in the area who supervises this entire program. Along with this program Local 753 pays a un-

(Continued on page 30)

EDITORIALS

Congratulations

Congratulations are in order for the "Southern California Teamster," official publication of Joint Council 42, Los Angeles.

This excellent paper recently rounded out its eighth year of uninterrupted publication. The story of these eight years is told in the growth of membership of the Joint Council.

The Los Angeles area is one of the most important commercial sections of the West and the Joint Council has been doing an excellent job of trade union organization in that sector. The "Southern California Teamster," as the council's spokesman, can take credit for no small part in the Teamster success in that area.

Our congratulations to the paper. May it continue with further growth and more success as Teamster rolls increase in the Far West.

Progress in Canada

A few months ago "The International Teamster" ran a feature article on the Trans-Canada Highway and indicated at that time that problems of finance and construction were yet to be solved.

An important step in that solution was taken recently by the Canadian Parliament when it approved the highway project on a 50-50 basis, that is 50 per cent contribution by the Dominion and 50 per cent to be paid by the provinces.

There is by no means a unanimous agreement that this is the final or even the best solution. But, some steps have to be taken and this is a useful and necessary one in the forward progress of building the needed transcontinental highway across the Dominion.

Don't Forget to Register!

Elsewhere in "The International Teamster" will be found information on registration for voting in 1950. This information should be posted in every union hall in America.

In publishing this information, we feel that we are helping our members fulfill their obligations as citizens. It is the duty of all of us to vote—and we can't vote unless we are eligible, and that means, of course, complying with the registration laws.

As we look over this troubled world we find few enough places where people can exercise the right to vote. The danger signals in other countries should be warnings to us. As long as we maintain a vigorous interest in public affairs and translate that interest into activity, we need not fear totalitarianism. If, on the other hand, we neglect the right to vote, we may some day find ourselves denied that right. That must not happen here.

Boy Scouts, Take a Bow

This month marks the fortieth anniversary of the founding of the Boy Scouts of America and the conclusion of four decades of service.

From a few who were interested in scouting 40 years ago the movement has grown until today there is an active enrollment of more than 2,300,000 including Boy Scouts and adult leaders.

Since the start in 1910, more than 16,500,000 American boys and men have subscribed to the Scout oath and law.

The work and activities of the Boy Scouts are too well known to require discussion here, but a word might be said in the way of congratulations to a movement which has meant much to the nation in terms of patriotic service.

May the Boy Scouts grow and prosper as much in the next four decades as they have in the four which have gone by.

Tenants Take a Licking

Laboring people and liberals generally have been calling attention to the steady rise in rents throughout the country under the era of decontrol.

We had been told over and over again by the real estate interests that if rents were decontrolled,

they would find their "proper level" and there would be very little general rise.

"Finding their level" is quite a trick, as reports from practically every community in the country indicate. Two surveys recently showed that, with decontrol, there is a progressive stepping up of rents. A "New York Times" study showed a steady climb in many parts of the country, but its figures were topped by a recent survey reported by the Office of the Housing Expediter.

This survey, covering six cities, was made by the Bureau of Labor Statistics. These cities were studied and increases of from 16.2 per cent in Salt Lake City to 41.3 per cent in Houston, were found.

These are substantial rises, but they do not tell the whole story. In Dallas, for example, rents under the \$30 range increased 55.8 per cent and in Houston the same range climbed by 46.4 per cent.

These and the other figures compiled by the BLS show plainly what happens under decontrol, and as this happens it is the workers who are taking the licking, for it is in the workers' brackets that the greatest increases are found.

The \$1,000 Car

The extensive discussion about a \$1,000 automobile for family use is an indication of the change in both our values and in the general rising level of costs of all items which go into a motor car's manufacture.

Few things have so affected the economics and life of America as has the motor vehicle. The greatest changes came in America when cars averaged for the mass market considerably under \$1,000.

Today millions of people, particularly the families of working men, are wondering why the great production, engineering and design genius of America cannot produce a satisfactory car for \$1,000.

Maybe some day some engineering expert will come along and conclude that a family can get along in a car without so many chromium-plated gadgets and so much fancy frills in manufacture. If and when that day comes, we may see a further revolution in American habits—for with increased leisure and shorter working week, an America with more cars would mean a tremendous increase in all the service industries which serve the motoring public. We would be faced with many problems of traffic and transportation, to be sure, but these might well be solved with considerably less effort than it may take to turn out a really satisfactory \$1,000 automobile for Mr. and Mrs. America.

Congestion in the Sky

An Associated Press dispatch reported recently that in the last 14 months all fatalities suffered by passengers on domestic airlines resulted from aerial collision.

This brings to mind dramatically the fact that even the sky is getting congested. This is particularly true around large metropolitan centers where there are air terminals, airports for military and civilian air crafts all using adjacent or conflicting flight patterns.

Recent disasters point to the necessity for more rigid control of flight patterns in the interests of passenger priority. We hope the tragedies of recent months will result in lessons which will save lives in the future.

Big Year for Trucking

All estimates of business and transportation point to a banner year for trucking—and Teamsters.

The experts seem to agree that business will hold up to high levels in 1950, at least through the first half. This will mean that trucking and materials handling will get their share of business.

Another factor which will undoubtedly aid trucking is the recent action of railways in seeking additional revenue. The eastern carriers have already been authorized a healthy passenger rate boost. The railroads do not seem to realize that the higher they go with rates the more business they will lose. And the net gain made by higher rates may not always overcome the loss to other forms of transportation.

In the meantime, trucking continues to progress and to serve the nation in an increasing number of ways. Trucking, as both Government and business studies show, is on the sharp upgrade and as it grows additional teamsters will be needed to man the trucking system with safety and efficiency.

The Heart Campaign

The month of February is being observed as the annual drive for funds by the American Heart Association. Various civic, public and professional groups are cooperating.

Few of us realize the tremendous toll which heart disease takes yearly. Heart disorders are the leading cause of death in the United States.

Modern science is making a concerted attack on heart disease, but the weapons now mobilized need to be augmented—and we can all help in this fight by contributing to the heart campaign this month.

SAFETY *comes* FIRST with *Union Teamsters*



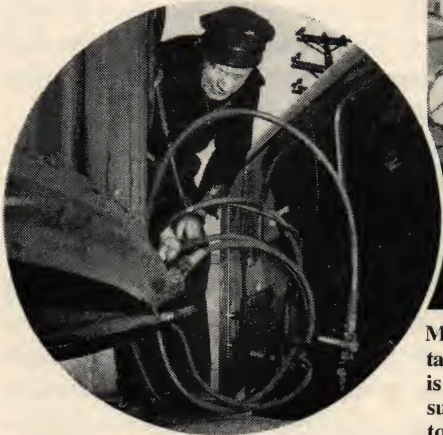
Safe drivers watch their braking and use the trailer brakes as a precaution against jackknifing.

Safety on the highway and streets where truck drivers carry their cargoes is the first concern of union teamsters. The pictures on these two pages show some of the fundamental check-points which every good driver automatically makes.

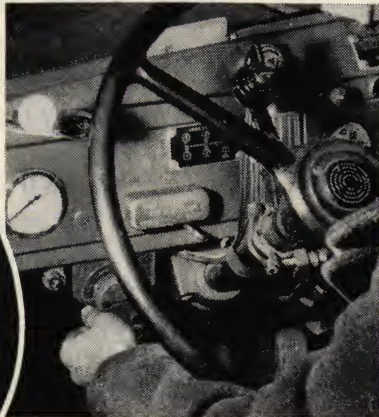
Union teamsters have been constant advocates of safety practices in every phase of truck transportation from the loading dock to the delivery point. The Interstate Com-

merce Commission sets up certain rules and regulations governing interstate carriers.

Gypsy drivers or fly-by-night operators who "cut corners" and try to evade safety rules and use ill-equipped vehicles and overworked help are a menace to themselves, the general motoring public, and to the motor truck lines which try to live up to safety rules and decent working conditions for their men.



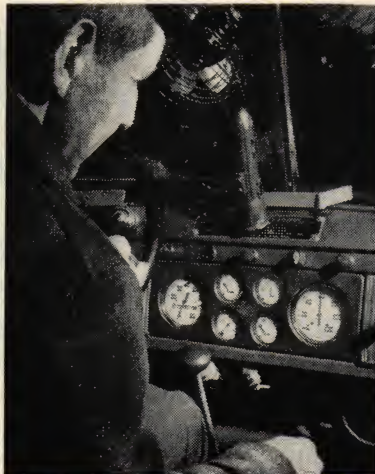
Linking the proper hose to the proper connections in air brake lines is always made by careful drivers.



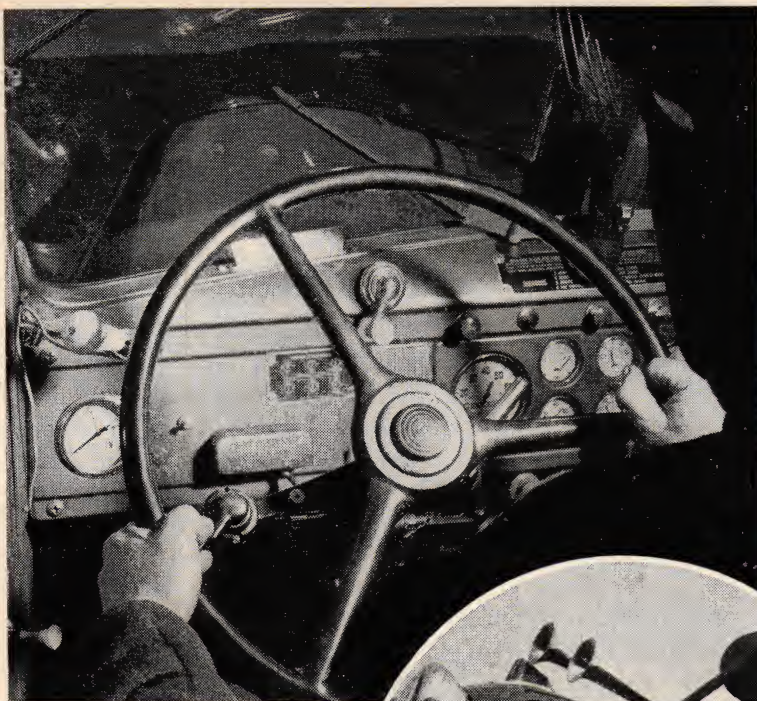
Many union drivers use the handy attachment shown at driver's left which is designed to cut down the air pressure on the front two wheels of a tractor section. This is important in icy weather when sudden pressure would cause the rear to swing around.



Union drivers have been among the strongest proponents for hours of work rules. Sleeping in a truck while it is in motion may look comfortable, but it isn't safe. Moreover, the Interstate Commerce Commission rules forbid it. Limiting the number of hours of work as advocated and practiced by the International Brotherhood of Teamsters is one of the greatest contributions to highway safety which can be made. A drowsy driver is a dangerous driver.



Union teamsters not only know the safety rules, they practice them. When they have to stop, they put out caution signals to safeguard themselves and to warn other motorists. The driver shown here has driven his truck to the roadside over a section where curb ramps down, permitting vehicles to enter without damage.



Teamsters know that the small switch operating the direction signal is an important device. The signal is the contact between the truck driver and other vehicular traffic. Good drivers always see that this control is in good working order.



Inspection of the fire extinguisher is another practice of union drivers. The extinguisher should be checked frequently and always kept in its clamp where it can be easily reached. Correct adjustment of the rear view mirror on this modern truck is another safety precaution good drivers follow (circle).



Union drivers know that in icy or snowy areas where slippery roads or streets are encountered it is always necessary to check the sandbox. This simple precaution often saves time and trouble on the road when it may become necessary to make grade stops or to pull up an icy slope. Skids, slips, faulty traction and other bad weather dangers require the utmost attention on the part of the driver.



Load checking is another safety precaution taken by teamsters who want to be sure their cargo is properly distributed. Although every effort is made at loading docks to load properly and safely, union drivers feel better if they check the loading and know how the weight is distributed. The placement and distribution of the cargo have a marked effect on the way a truck in motion will handle.

The Truck Driver on Courtesy

Ohio Newspaper Says a Few Nice Things

About Drivers; 'They, Too, Have Gripes . . .'

(The following article is reprinted from the "Jeffersonian," Cambridge, Ohio, newspaper. Bill Maneely is a member of Local 637, Zanesville.)

Now and then something unexpected happens to jack up your sagging faith in human nature. Like when a crawling six-wheeler eases to one side of the road and flags the creeping caravan behind him over a blind hill. It's nice, but rather rare. But it is proof that there still exists a bit of that scarce commodity—highway courtesy.

Take Bill—he jockeys a big semi-trailer job over the roads and threads it through narrow streets and alleys like an over-size dachshund stalking a flea in a phone booth. We think we'll always have a soft spot for Bill. He once jammed up a half mile of Main Street traffic to let us wiggle out of that W. 8th St. bottleneck, which we'd been damning and damning for 10 minutes. Later we identified ourselves and thanked him.

"Once" said Bill—last name Maneely of Zanesville, a hard bitten but philosophical throttle-juggler, "Once I got in a heck of a jam. I held back to let a woman driver on Wheeling Avenue get into line from a parking space. She eased in. We started. The line stopped but I didn't. Brake rod had busted. Well, it wasn't too bad—busted tail lights, bumper and the like.

'Listened Quietly'

"I gulped a couple of times and hurried to tell her we'd fix everything okay, talking fast to head off blow-up. It didn't come. She listened quietly, thanked me and went her way.

"And, Brother, you don't find that kind very often," mused Bill feeling good about it, of course—like we did when he rescued us.

A lot of those boys who roll the

heavies 'round day by day—we've discussed 'most everything with 'em at Stout's hamburger heaven over on Dewey, everything from Truman to the Rose Bowl, not omitting our recent and romantic bridegroom, the Veep—are pretty good Joes, we've found. Fellows like Elmer, we mean Earl, Huffman, Carl Kisor and that kind, who are in here or through here regularly. They all have a few highway gripes, too, naturally.

Let's set up a common one for you: You're wheeling 8-10 tons 'long the road at say, 40. A car hurtles past, swings in ahead—and then slows down, maybe stops. You give all the brake you got, pray for more, and hope you won't flip him into the ditch, and maybe, eternity.

That's not local. It's everywhere. Up in Cleveland we got the same

story from Mel (you wouldn't know him) who trudles a big semi- nightly to Columbus and back—a 300-mile trip. And fog and ice and rain, or any other hazards, don't slow up the larrupin' lads who drive like they hold a special dispensation from on high.

'Cussed Some'

We hold no brief for truck drivers as a group. We've cussed some with the warmest cordiality, but there are many who do have a bit of consideration for the other fellow. They are in about the same proportion, we'd say, as decent drivers among the 40 odd millions shuttling motor vehicles through the highly varied scenery of the U. S. A.

After all, this highway courtesy business simmers down to just one individual—the guy you look at in the mirror each morning. It doesn't, we might add, include the injunction; Whosoever smites thee on thy right fender turn to him also the other. That would be asking too much, fenders costing what they do.

New Haven Local Plays Santa Claus



The children of Bro. and Mrs. John Sansome, shown here with Santa Claus (Bro. Peter Criscuolo), were among the more than 800 children who, with their parents, attended the Christmas party given by Local No. 443, New Haven, Conn., in the high school. All children received beautiful gifts and the parents and children enjoyed the entertainment which was presented. The affair was under the direction of Mathew Ruoppolo, president; John Pisano, secretary-treasurer; and Hartley Marten, business representative. The wives of the members of the executive board supervised the children during the party.

Vital Decisions Seen for 1950

THE YEAR 1950 promises to be one of decision politically and one of few decisions congressionally, prospects seem to indicate following the return of the 81st Congress for the second session.

Decisions will be made by the voters when they troop to the polls this year and elect 435 members of the House of Representatives and vote on 36 Senators—32 in regular elections and four for unexpired terms due to deaths or resignations.

Repeated Demands

Whether or not many decisions will be made in Congress will depend on the degree of energy which President Truman is able to engineer behind his "Fair Deal" proposals which he repeated and enlarged upon somewhat in his three major early-session messages: the State of the Union message, annual Economic Report, and annual budget message.

The three messages sent forward by the President outline in detail the legislative points Mr. Truman would like to see achieved. He said that the "state of the Union is still good." He set forth at length his general aims including certain goals for labor: repeal of the Taft-Hartley law, establishment of a program of labor extension education service, and related special welfare programs designed to help the working people.

If Congress takes no action on the Taft-Hartley repeal, it will not be because the President has not spelled out his wishes. He said in his State of the Union address that "... free collective bargaining must be protected and encouraged. Collective bargaining is not only a fundamental economic freedom for labor. It is also a strengthening and stabilizing influence for our whole economy.

Continuing he referred specifically to Taft-Hartley, saying, "The

Many Important Verdicts Expected from Second Session of 81st Congress, But Most Crucial Will Come in November When Voters Go to Polls

Federal statute now governing labor relations is punitive in purpose and one-sided in operation. The statute is, and always has been, inconsistent with the practice of true and effective collective bargaining. It should be repealed and replaced by a law that is fair to all and in harmony with our democratic ideals."

Tightened laws against monopolies, a better farm program, middle income housing, new power developments (Columbia Valley Administration and St. Lawrence Seaway); a national health insurance program; a civil rights law; Federal aid to education and a broadened social security law were other items recommended in the new Fair Deal blueprint.

Following the messages from the White House the attention of the country is being directed primarily to Congress and what it will do. By the time the first month ended, indications were that this might be one of the most controversial sessions the country has seen for some years.

Critical to the President was an early effort toward restoring the arbitrary power it once had to the Rules Committee of the House of Representatives. For generations the Rules Committee has been literally a dictatorial group telling Congress what it could and could not have the privilege of voting—a "rule" must be obtained from this committee before legislation can be considered on the floor. Last year the grip of the committee was broken. Now if a bill is not reported out in 21 days, the Rules Committee must automatically give it the green light for consideration.

A coalition of reactionaries in the House from both parties threaten to turn back progress and nullify one of the most useful legislative gains in decades.

Little was heard about Taft-Hartley repeal, other than the declaration from the President. Repeal bills in both houses await action in Congress.

Two items of legislation which in the first few weeks seemed to be generating most interest—and some controversy—were those providing for middle income housing and for broadening of social security benefits.

Senator John J. Sparkman (Dem., Ala.) in the last session sponsored a middle income housing bill, but consideration came too late for action. Hearings in the general housing field have often pointed up the need for housing to aid the middle income group—the lower income people are taken care of in part by the Housing Act of 1949. The real estate lobby, as usual, has attacked the middle income bill as "socialism."

'Pension Year'

Of interest to all wage earners is the effort by the Administration to increase the extent and level of social security benefits. This is bound to be a "pension year," if the early comments on both the proposed legislation and on private plans are any criteria. Headway on a broadened social security program was made last year and a strong drive by liberals is promised for the current session.

An anti-union drive in Congress is getting underway and will take

the form of amending the anti-trust laws. This union-busting effort comes from anti-labor members who claim that "big labor" should be "curbed." These are the same members who think that Taft-Hartley is a "good law but doesn't go far enough"; it should have more "teeth," they claim.

Another labor development which is bound to come to the attention of Congress is concerned with General Counsel Robert N. Denham's outspoken criticism of the National Labor Relations Board. One of the events which touched off the explosion by Denham against the Board involved a Teamster picketing problem. The board in a recent decision held it lawful for a union to picket a truck of an owner with whom there is a labor dispute. Denham believes this type of picketing is not a fair practice.

The general counsel is also against other recent rulings of the Board which he feels are not in accordance with his rulings and interpretation. How this all will be reflected in terms of legislation only time can tell.

Of major importance to labor is the effort being made by all labor groups spearheaded by the American Federation of Labor to take part in the 1950 elections on an unprecedentedly large scale.

The big drive being made in the early months of 1950 is for a big registration. Labor leaders believe that if they get out a big registration they can count on a big vote—and a "big vote is a good vote" insofar as labor is concerned, it is believed.



**There's
No Place
Like Home**

And, there's no place harder to find than a home for which you have no address. When your address changes, tell your local union secretary . . . help your Union!

Teamster Hero of River Rescue

*On Holiday Ride, Local 820 Member Plunges
Into East River to Save Young Woman's Life*

The Sunday drivers were thick on East River Drive and their passengers were ogling the river traffic on one side and the towers of midtown Manhattan on the other.

It was cold and a brisk wind was blowing, for it was the Sunday before Christmas. There was a festive, restive spirit in the air. The car of Mike Ward was rolling with carols sung in gay good humor by his daughter, Joan, 13 years old, and her girl chum, Anita Rowland.

Tooling along a crowded highway was nothing new to Mike Ward. The 41-year-old member of the Armored Car Chauffeurs and Guards Local Union No. 820 was driving as he always did: carefully, with his eyes on the traffic ahead, keeping a close check on the traffic behind through his rear-view mirror.

Mike was taking his wife, Joan and Anita to see the beautiful Christmas tree in Rockefeller Center. It was too bad, he mused, that they had to go when it was daylight and the tree would be unlighted. But, there were so many other things to do. . . .

Suddenly Anita broke into the carols with a scream:

"Mr. Ward! Mr. Ward!" she cried. "A woman just jumped into the river!"

Mike knew how children like to tease but, nevertheless, he stole a quick glance from the traffic, looked toward the river and saw nothing. Gently he chided her:

"You shouldn't say things like that, Anita."

Frantically, Joan interrupted.

"She did, Daddy! I saw her too! She really did jump in!"

He stepped on the gas and, with tires screaming, swung his car deftly in a U-turn into the southbound lane. He raced back to the 31st Street intersection and the pierside. He could see a woman floundering

in the icy waters of the East River even before he brought the family car to a skidding stop. Before the wheels stopped turning he was out of the door and shucking off his overcoat as he ran to the river's edge.

Without a moment's hesitation he kicked off his shoes and plunged into the frigid river. The woman was exhausted as Ward's sturdy strokes brought him close to her. The water was so cold Ward could hardly swim. His body was shaking from the sudden chill of the plunge. Nevertheless he brought her into shore and clung to the pilings of the pier until help arrived.

Others had seen his rescue and had called the police. Soon two patrolmen arrived and threw him a life ring on a rope. They then hauled rescued and rescuer to shore. Both were taken to Bellevue Hospital where the woman was examined and found to be suffering from immersion and exposure.

The attractive brunette, about 25 years old, had apparently tried to commit suicide by drowning and would not answer any questions or identify herself. She was sent to the psychiatric ward.

Mike Ward was released from the hospital as soon as he had warmed up from his harrowing experience.

Questioned by reporters, Ward tried to break away, but not before they had their stories for their newspapers. They discovered Mike was a veteran of the Marine Corps and had served on Iwo Jima.

When they arrived back home, Mike changed into other clothes and the family gathered around the supper table. Then they set out again for Rockefeller Center. It was dark by then.

"It's lucky we got here after dark" said Ward. "It's much nicer with the lights on!"

A.F. of L. Legislative Group Meets

A HUNDRED delegates attended the first 1950 session of the National Legislative Council of the American Federation of Labor, held January 17, demonstrating thereby the vital interest being taken in the field of legislation by the leaders of American labor.

The Legislative Council, through its Administrative Committee, carries out the A. F. of L. legislative program. William C. Hushing is chairman of the committee headed by William Green. The Legislative Councils' program, if policy is involved, is subject to review by the Executive Council of the A. F. of L.

Legislative Picture

Chairman Hushing outlined the national legislative situation. He made particular reference to several pending matters in Congress of special concern to organized labor. One of the matters called to the attention of the Legislative Council was the proposal to return to the old procedure of granting unlimited power to the House Rules Committee to control the flow of legislation. He declared that the advancement of organized labor and its welfare are tightly wrapped up in the outcome of this battle.

Under the proposed revision of rules, the Rules Committee could "bottle up" legislation which would pass if put on the floor of the House. At the present time the Rules Committee has a working majority of a reactionary Southern Democrat and Republican coalition. He reminded the delegates that these legislators are known to be unfriendly to labor and the time is short in which to work for the prevention of any such change in the House rules.

The meeting therefore adopted a measure which called for telegrams to be sent to all House members, over the signatures of President Green and Secretary-Treasurer

Outline of Action Proposed Is Given Members Of A. F. of L. Body Which Directs Efforts Of Organized Labor to Secure Better Laws

Meany, stating strong opposition to such a change. The telegram read:

"January 17, 1950,

"To all Members of the United States House of Representatives:

"The National Legislative Council of the American Federation of Labor, composed of officers and representatives of the American Federation of Labor, its 107 affiliates and the 20 standard railroad labor organizations are now in conference at the Hamilton Hotel. A motion unanimously adopted instructed the undersigned to protest the proposed change in the House Rules permitting a few Members of the Rules Committee to prohibit the House from considering legislation vital to the nation. We request your support in opposition to the proposal."

William Green, President,
George Meany, Secretary-Treasurer."

Subsequently, the House defeated the proposal by a count of 183 to 236, thus denying the Rules Committee the undemocratic "veto power" on upcoming legislation.

Election Day

Chairman Hushing reviewed the steps taken to promote the establishment of the national election day as a national holiday in order to make it easier for the workers to cast their votes. He said passage of such a measure would go far toward helping labor to elect its friends.

The recent remarks in a Senate Banking and Currency report on "labor monopolies" were recalled and quotations from the report were presented to the delegates.

At the session it was announced that Richard Gray, president of the

Building and Construction Trades Department, had just finished presenting testimony on a housing bill now before a congressional committee. In his testimony, he set forth the A. F. of L. position on housing.

The delegates also were given an explanation of a social security bill (H. R. 6000) now entering the hearing stage before the Senate Committee on Finance.

T-H Repeal Dim

Brother Hushing told the meeting that, so far as he can see, the prospects for removing the Taft-Hartley bill from the lawbooks this session are not bright. This is because the memberships of the two houses, with the exception of several deaths, are substantially the same as in the first session of the present Congress. He said an election, with labor taking an active part, will be necessary in order to change the situation.

No change was made in the time of meetings of the Council. The time continues to be the third Tuesday of each month during the sessions of Congress with meetings of the Administrative Committee being held the day preceding each Council meeting.



Write Today!

If you have a new address, mail it to the secretary of your local union today. Then, you'll be sure of receiving your regular copy of **THE TEAMSTER**. And . . . you'll be doing your International a favor, too.



Uniform Code Shows Progress

SLOW but steady progress in 1949 toward the extension of the Uniform Vehicle Code in the interest of better national safety standards was reported in late December by the Government and private organizations sponsoring the recommended state legislation.

The Uniform Vehicle Code, a five-act series of legislative recommendations, is sponsored by the U. S. Bureau of Public Roads, State and Local Officials' National Highway Safety Committee, and the National Committee on Uniform Traffic Laws and Ordinances.

The code is compiled and kept up to date on the basis of traffic experience and the operation of the various statutes and ordinances in actual practice, said the report of the sponsors.

The five acts in the code include:

—Act I concerns registration and anti-theft recommendations whereby ownership is given maximum protection through proper record, registration and certification.

—Act II is aimed at uniformly qualified drivers in all states and concerns granting of operators' permits.

—Act III is the civil liability provisions which attempt to fix liability for injury or damage in traffic mishaps.

—Act IV extends the liability aspect into actual financial protection for injury or damage.

—Act V concerns rules of the road

and seeks uniformity in traffic rules and laws throughout the country.

Two states passed Act I virtually in its entirety, bringing to 16 the number of states now having provisions equivalent to the recommended code. A total of 32 states now require certificate of title and bills in Iowa, New York, and Rhode Island on this aspect failed to pass in 1949. Bills on the subject were held over in Georgia, Massachusetts, and South Carolina.

In Act II recommendations there were two states with this part of the code before them in bills, but both—Arizona and Nebraska—failed to pass them. South Dakota considered and rejected three license bills and thereby remains the only state in the nation which is without a driver's license.

Twenty-four states have Act II on driver's license in substantially complete form and 23 others have important features of the code on the books.

New Mexico and South Carolina



Protection by records.



Liability for injury.

authorized instruction permits which brings to 36 the number of states so providing. New Hampshire authorized permits in conjunction with instruction courses and Connecticut liberalized its provisions. Kansas passed the examination provisions in partial conformity with the code.

Four states—California, Kansas, Nevada, and Wyoming—passed laws weakening the license penalties for driving while intoxicated. Kansas, North Carolina, and Wyoming weakened the mandatory revocation provisions hitherto in conformity with the uniform code.

Florida and Oklahoma adopted Act IV virtually in its entirety. This recommendation deals with safety responsibility for property damage and personal injury. Arkansas and Texas had before them similar recommendations but failed to pass them.

Bills calling for compulsory liability insurance were introduced and reported in 10 states, but passed in



Financial protection.

none—Alabama, Arizona, California, Connecticut, Florida, Illinois, Rhode Island, Vermont, Washington, and West Virginia.

Act V contains a multiplicity of provisions and the actions taken or considered would require too much space to report, but a few actions may be of interest to Teamster members.

South Carolina passed a comprehensive bill embodying the greater part of Act V and several other states revised their statutes to conform with many provisions of the code.

Eight states—Nebraska, New Hampshire, North Dakota, South Carolina, South Dakota, Utah, Washington, and Wisconsin—adopted the chemical test for intoxication as recommended in the code. Five states considered but failed to



Qualified drivers.

pass the measure—California, Delaware, Kansas, Maine, and Michigan.

The hand signal differences in the various states received some attention when three states—Montana, South Dakota, and Wisconsin—passed the code system, while Maryland and New Hampshire passed it with some deviation and Alabama eliminated the variation from the uniform code. Twenty-seven states now have the uniform hand signal code provision and 11 others with a slight variation.

Favorable action by Alabama, New Hampshire, and South Carolina in code provision giving pedestrians the right of way on crosswalks brings to 38 states the total now having such regulation. Twenty-



Rules of roads.

six states now require pedestrians to walk on the left side of the highway. Three states—Alabama, Maine, and South Carolina—passed such laws in 1949.

Thirty states now have the revised code provision requiring vehicles going in either direction on the same roadway to stop and remain standing until the school bus resumes motion or its driver gives a signal. Four states—Indiana, Iowa, Maryland, and Minnesota—passed bills providing for flashing red lights on the front of school buses.

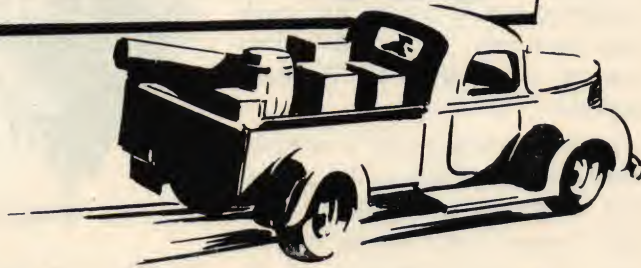
With action by Alabama and South Carolina in 1949, 43 states now require dimming on the highway.

A variety of provisions were passed involving length and other restrictions on general vehicles.

Union teamsters have a stake in better laws governing motor vehicle traffic. Under present rules and regulations issued by the Interstate Commerce Commission, a number of primary safety precautions must be taken. Union drivers comply with these rules to the letter.

The two chief factors which often counteract the conduct of union teamsters is found in the lax laws of some states and in the menace of the gypsy fly-by-night trucker. This is being slowly remedied on the state level by the concerted action of many groups seeking to improve state laws in the interests of better public safety. The year 1950 should see an advancement over the gains made in 1949.

SHORT HAULS



Proper Pressure Essential

Correct inflation poses special problems for safety in winter driving, according to a recent bulletin from the Rubber Manufacturers Association.

Proper inflation is said to be the greatest single factor contributing both to safety and mileage.

Temperature changes influence inflation, the association points out. A drop of one pound for every ten degrees change in weather takes place. Thus, when a car is taken from a heated garage with a 70 degree temperature, for example, to sub-freezing weather of 30 degrees, a four pound loss in pressure results in each tire.

Under-inflation causes greater wear on the edges of the tread surface while over-inflation results in excessive wear on the tread center, says the association.

Truck Production Declines

While the automobile industry in general hit a new record in 1949, returns for the year indicate that trucks were down slightly from the record set in 1948.

The high mark established in 1948 as reported from the manufacturers was 1,376,155 units while the total in 1949 was a little over the 1,100,000 level.

One of the reasons for the decline, it is said, is due to the fact that truck manufacturers have been in a buyer's market longer than have the passenger car makers. Those de-

siring and needing trucks were able to make their demands felt in 1948.

The outlook for 1950 points to a big year with 900,000 units made as a probable mark. This would top any prewar year except 1941.

Study Gas Hike Methods

Gasoline mileage has been increased by 30 per cent in the last 20 years and the prospects for further substantial savings are at hand, say the members of the Society of Automotive Engineers who met recently in Detroit to ponder problems of automotive engineering.

Higher quality fuel and increased compression ratios can account for another fuel saving of as much as 30 per cent, it was reported. A compression ratio of 10 to 1 would result in an increase in fuel efficiency of five miles per gallon, it was said. The average ratios in today's cars are 6½ and 7 to 1 with some motors a little higher. There is no fuel available today to serve a 10 to 1 car.

Engineers say they will keep striving to unlock further secrets from petroleum in the interest of better efficiency in the use of passenger cars and trucks in America.

Record Car Tagger

Here's a man of unusual and many will say dubious distinction—a police officer who claims a record for tagging parked cars.

In Springfield, Mass., Patrolman Christopher Aspall is said, accord-

ing to a press association dispatch, to be the world's champion tagger of parked cars. He set a new record for himself in 1949.

The Springfield traffic bureau said that Patrolman Aspall tagged 33,510 cars in '49 or nearly 1,000 more than he tagged in 1948. Since starting the tagging job in 1945, the officer has written tickets for 139,065 cars.

VA Dividend Payments

The purchasing power of the country is being given a hefty shot in the arm through the payment to veterans of \$2.8 billions in insurance dividends. The big parade of payments began January 16 and will continue until all applicants for the dividends are paid off.

A few aspects of this dividend payment are worth remembering: the payment is not taxable as income; it is not assignable under law, and checks may not be withheld from veterans as security for debts due.

The dividend payment should go to the veteran to whom it is due and no one has the right to withhold it for debt, the Veterans' Administration has ruled.

Mayors Want Road Funds

City executives are beginning a drive for a greater share of highway funds, according to steps taken at the recent meeting of the American Municipal Association held in Cleveland.

Mayors present criticized the proportions of highway tax money that is going into highway and street improvements. It was pointed out that while the cities carry 49 per cent of the country's traffic, they are getting only 10 per cent of the funds allocated for highway construction and maintenance.

Mayors from various cities called on city officials for strong support in representation of city needs as against the rural needs which they said have able and aggressive spokesmen.

National Trade Divisions Conferences Called

The National Trade Divisions of the International Brotherhood of Teamsters will hold sessions in the latter part of March or early April.

The exact time and place will be announced later.

Before the general conference convenes a meeting of the Policy Committees of all trade divisions will be held. From that meeting will come the schedule and the general procedure of the overall meeting.

The date will also be set for the second National Over-the-Road Campaign. Additional questions and points to be added to the general meeting agenda concerning any of the trade divisions will also be undertaken and discussed at the Policy Committee session.

All officers of Local Unions, Joint Councils, Area Sectional Organizations, and Trade Divisions should immediately start developing their programs on which they may desire discussions and action for consideration by the meeting of the Policy Committees and the general conference of the Trade Divisions.

The proposed meetings are most important and all locals are urged to give this matter top priority attention!



...the Wide Open Spaces

Bear Hunting Is One of Oldest Sports

BEAR HUNTING is possibly the oldest sport practiced by man. Before it became a sport, it was a contest between man's cunning and the bear's physical prowess. This pre-historic contest was a more or less equal one, with bears bagging man as often as man bagged bear, until one of our ancestors invented the long bow. Since that far-away day, man has always had the upper hand. Bear hunting turned from a deadly game to a sport. And since the invention of the high-powered rifle, the game has become more lop-sided than ever. The bear, nevertheless, is a hardy individual who has continued to thrive in many areas.

In these days, well-heeled big game hunters don't count their trophies complete until they have been to Kodiak Island and knocked off one of the big brownies, weighing up to 1,600 pounds, which roam that hunter's paradise. Among bear hunters, the Kodiak bear is commonly esteemed as the *creme de la creme*, though brown bears found on the Alaska peninsula are as large and their pelts as good.

Unless you happen to live in Alaska, however, hunting the big brownies is a rich man's sport. The average hunter with a two weeks' vacation would have to work miracles to get to Alaska, employ a guide (mandatory under the law), get his brownie, and return to the arms of his loving wife all within the space of 14 days.

Nix on Polar Bears

For all practical consideration, the polar bear can also be left out of this brief discussion. This hardy character inhabits the Arctic coast, and the hunter interested in taking out after him requires even more time and more money than the hunter of the brown bears.

The closest thing offered in this country to brown bear hunting is grizzly hunting, though this, too, has become a specialized sport. The grizzly used to roam the greater part of western North America, and our frontier literature is full of stories, some hair-raising, some humorous, about this sturdy animal. According to the last big-game inventory, taken in 1946, the United States had only 1,400 grizzlies left. Seven hundred of these were in Montana and 500 in Wyoming. In the same year, 33 were killed in Montana and 31 in Wyoming. So

grizzly hunting is fast becoming a thing of the past.

With three famous species of bear eliminated from consideration by the average hunter, the only bear left to discuss is the black bear. Not as large or pugnacious as the brown bear, the black bear is of greater interest to the average hunter by reason of his numbers and by reason of the fact that the species still is found in most of the 48 states. Out of a 1946 U. S. black bear population of 155,000, hunters killed 16,000. In the state of Washington alone, 3,000 were killed. Goodly numbers also were taken in Minnesota (2,100), Maine (2,000), Michigan (1,800), Wisconsin (1,300), North Carolina (762), California (750), New Mexico (635), Montana (527), Oregon (500), and on down the line to Maryland, where only two black bears were killed.

The most sportsmanlike way of hunting the black bear is by stalking. This scarcely gives the sucker an even break, but it does give the bear a chance for his life. It also gives the hunter a chance to exercise whatever skill he has. Genuine talent is required to approach the

timid black bear, who is quick to realize danger through his excellent hearing and delicate sense of smell. Unlike his distant cousin, the brown bear, he is a good tree climber.

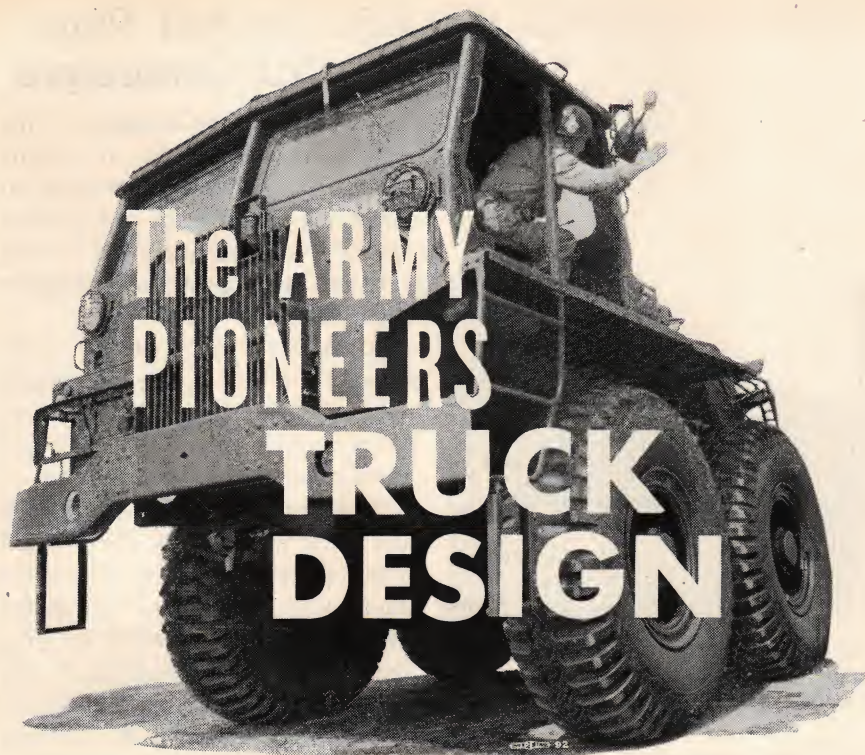
In some states, hunting the animals with hounds is permitted. In such cases, the dogs tree the bear and wait for the hunter to come up and unlimber his shooting iron. As the Hunter's Encyclopedia acidly remarks: "The kill under such circumstances is just about as exciting as shooting a fat hog in a pen, and entails the same amount of skill."

Another easy way to register a kill is to place a dead farm animal on a bear range, take up a down-wind position and wait until a bear comes along for a feed. Quite a few trophies adorning the rooms of so-called sportsmen have been taken in this manner.

Among the most popular calibers and loads used by successful bear stalkers are the following: .30 '06 with 150-, 180-, or 220-grain bullet; .30/30 with 150- or 170-grain bullet; .30 (Remington) with 160- or 170-grain bullet; .300 (Savage) with 150-, 180-, or 200-grain bullet; .303 (Savage), with 180- or 195-grain bullet.



Black bear is good climber, still inhabits most of states.



EVERY time the motor industry hangs another gimmick on the dashboard of the nation's private automobiles it's hailed as "the ultimate refinement of motor travel."

Trucks have been stepchildren. All the truck operator has been told was "This truck is cheap to buy and economical to operate."

There is a place, though, where the truck driver is pampered and spoiled and his wishes and comfort are law. That's at the Aberdeen, Md., Proving Grounds for Army Ordnance.

Here a whole new fleet of post-war Army trucks is being tested under conditions which would be terrifying if a teamster were to meet with them in an ordinary vehicle. But with these new trucks it's a cinch.

Driver Comfort

In these new rigs, you simply climb easily into a cab through wide doors, where the seat has been scientifically designed for least driver fatigue. Relaxed? Then flip the starter switch on the dashboard. There's a satisfying purr from the engine compartment. Don't look

for the choke; it's automatic. Ready to pull out? Where's the shift? It's a tiny lever on the steering column—no more two-hand grunting and tugging. Where's the clutch? There isn't any. As in the most expensive automobiles, the new Army trucks have automatic transmissions, torque converters, and all refinements.

Hydraulic Steering

Say you're in a big 2½-ton work-horse on a narrow road. You're fully loaded. Here comes a sharp curve. Do you wrestle the rig around the bend? Not on your life; your truck has hydraulic-assisted steering—another refinement for drivers.

The Army isn't just philanthropic in designing these easier-to-operate trucks. It's sound battle strategy. When trucks are rolling day and night, driver fatigue is important to winning a war. It makes driver training much, much faster. And, in an emergency, every soldier is a driver if all there is to do is turn on the ignition, step on the gas and steer.

Tires are inflatable as the truck rolls along. There's a separate con-

trol for each tire. More important, they are deflatable, too. This means that, in an amphibious landing, a truck can run in deep sand with low tires and, when the going gets good, the pressure can be brought back up to normal. Bugged-down ammo trucks can lose landings and wars.

Air-Cooled Engines

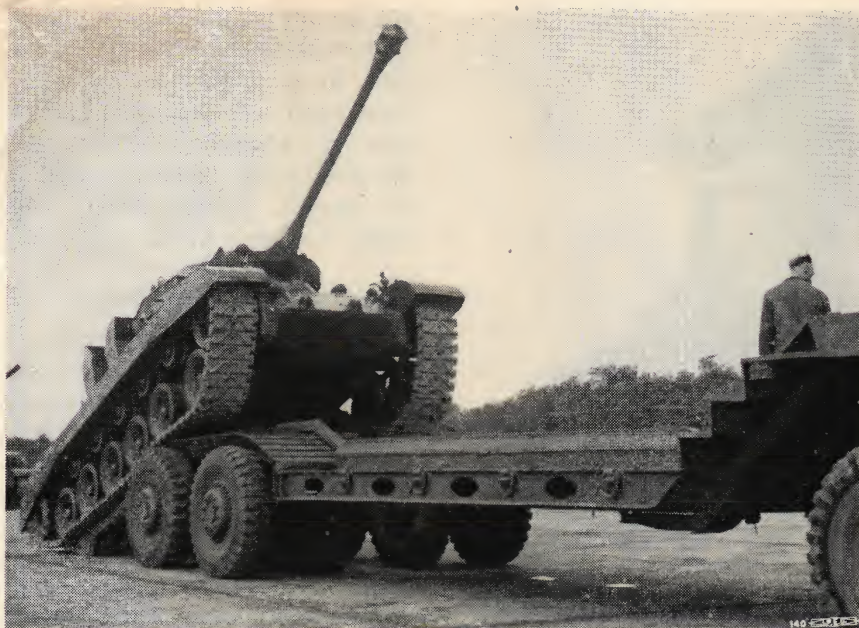
Engines are now going air-cooled. This means there will be no radiators to freeze in the Arctic, boil dry in the desert, or be punctured by bullets or shrapnel. A larger engine can be put in the same space and the same engine can be tucked away in less, leaving more room for cargo. One engine now being used puts out 187 horsepower at 3,000 rpm. This engine is used in both the ¾-ton and the 2½-ton test models, although it is probable this will be varied after the vehicles progress past the testing stage, since it is sensible to presume that either the smaller one is overpowered or the larger underpowered.

Springs are disposed with in the new trucks and are replaced by torsion bars, resulting in a smoother ride with more frame rigidity and many other advantages, such as easier replacement.

The brakes are completely new, being mounted outside, rather than inside, the wheels. Now wheels need not be pulled for relining or major repairs. Minor repairs or adjustments can be done, without even removing the cover, through a small inspection hatch.

These new trucks are not being produced in quantities. They are strictly experimental. There are many items concerning these new vehicles which are classified as "secret" by the Army and cannot be released for publication. Various placements of the many components of trucks are being experimented with. Numerous types of frames, including one which resembles the hull of a boat and dispenses with conventional axles, are being considered.

Engines are radical. Some are

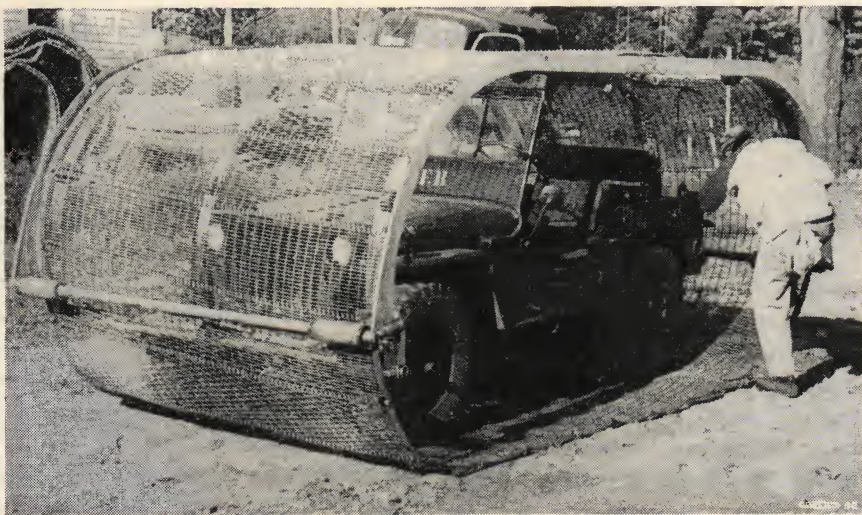


This outsize semi-trailer is designed to go right up to the battlefields and take aboard damaged tanks. A ramp drops, the tank limps (or is winched) aboard, and the rig takes off at high speeds, even over rough terrain.

being hung vertically as well as horizontally. One has eight opposed cylinders, mounted on end, with a vertical crankshaft, air-cooled, and produces 200 horsepower. A 5-ton 6 x 6 has the center set of wheels hooked with the front steering system, resulting in a radius of turn of only 35 feet for the 150-inch wheel-base job. Biggest of the Army behemoths being banged about the bricks is a gigantic 12-ton 8 x 8.

War planners have it well in mind that the last war was one of supply

in which the truck figured outstandingly. It is important to the future well-being and security of the nation that the trucks of the Army be the best that science, skill and ingenuity can produce. At Aberdeen the products of men possessed of those talents are being put to acid tests. If war comes, they will be ready. If peace prevails, the teamsters of the nation will be able to profit from the engineering advances in truck design pioneered at the Aberdeen Proving Grounds.



This "jeep in a cage" is not an Army design, but it was developed for military use. The Marines figure they can use the contraption to plow through jungles and across marshes. Jeep moves continuously over revolving steel mesh, providing traction and protection. The weird mechanism might also serve to frighten the enemy.

AFL Council Plans Big '50 Campaigns

The Executive Council of the American Federation of Labor opened its mid-winter meeting in Miami all set to draft a legislative program and prepare plans for the most intensive political campaign in labor's history.

At the same time, the Executive Council will take action to promote the nationwide organizing drive of the Federation, which has as its goal a million new members this year.

AFL President William Green and other members of the Council who accompanied him to Europe for the London conference at which the International Confederation of Free Trade Unions was established, will report on plans for checking the influence of Communists in the labor movement abroad.

The legislative program of the Federation probably will be headed, as in the past two years, by a demand for prompt repeal of the Taft-Hartley Act, even though AFL leaders realize there is very little hope of action in that direction by the 81st Congress as at present constituted.

More immediate goals expected to be stressed are passage of liberalizing social security amendments and the moderate income housing bill. Both measures are now before Congress.

Perhaps the most significant matter before the Executive Council is the forthcoming political campaign, because labor is banking heavily upon a sweeping victory for the liberal forces of the nation in the November elections. Such a victory cannot come, the members of the Executive Council believe, unless an all-out drive is conducted to get out the vote.

The administrative committee of Labor's League for Political Education, of which the Executive Council members serve ex-officio, will meet to consider the progress that has been made thus far in organizing registration and voting drives in each congressional district of the nation.

The OREGON TRAIL

Road of Empire



THE great migration to Oregon, which led to the path of empire being called the "Oregon Trail" began in 1842. But the real story of the route later followed as the trail begins long before the days of the fire-eating Missouri Senator Tom Benton and his distinguished explorer-engineer son-in-law, J. C. Fremont, who stimulated westward travel.

Interesting Origin

The story of the Oregon Trail really begins with the efforts of the Spanish, the French and the English to fight for the right to have and to hold the North American Continent. The Oregon country embracing hundreds of thousands of square miles was a rich prize for conquest—a prize worth fighting for, which the white men did from time to time, in an effort to enlarge the domain of their kings and rulers.

The general direction of the Oregon Trail was first determined by the exploration of one of history's most famous teams—Meriwether Lewis, the army officer and secretary to President Thomas Jefferson, and William Clark, the young scientist and friend of Lewis. These explorers traveled up the "Big Muddy"

(Missouri) river, crossed the Continental Divide and then worked their way down to the Columbia River to its mouth.

Late travelers, particularly fur traders under the leadership of the John Jacob Astor fur interests went part way up the Missouri and then swung southwest where they crossed the Continental Divide below the area we now know as Yellowstone Park. They followed the Snake River to the Columbia and thence retraced the Lewis & Clark route.

But the Oregon Trail in its early days was a route of great variation in width. In many places the route was 10 to 20 miles wide with detours to avoid the dust and ruts of those who had traveled ahead while in other sections a single pair of deep ruts marked the road.

Follows U. S. 30

The Oregon Trail as we know it today follows roughly U. S. 30 out of Independence, Mo. The Missouri-Iowa section of the route traverses Kansas City and St. Joseph, Mo., and thence to Council Bluffs in Iowa.

The Missouri section includes points famed in early settlement of the West: Omaha, Fremont, North

Bend, Columbus, Central City, Kearney, Elm Creek, Lexington, Gothenburg, Ogallala, Chappell, Sidney and Kimball.

Through "Last Frontier"

Pushing westward through Wyoming, the "last frontier" as it is often called, the traveler retracing the Oregon Trail would go through such points as Pine Bluffs, Cheyenne, Granite Canyon, Buford, Laramie, Rock Creek, Rock River, Medicine Bow, Hanna, Rawlins, Point of Rocks, Rock Springs, Green River, Diamondville, Kemmerer and Cokeville.

After crossing the Wyoming line the route goes to Montpelier, Soda Springs, Pocatello, Twin Falls, Buhl, Mountain Home, Boise, Nampa and Caldwell.

U. S. 30 crosses the Idaho line in the middle of the Snake River and the route into Oregon traverses Ontario, Baker, Union, La Grande, Pendleton, Cascade Locks, Bonneville, Portland, St. Helens, and Astoria.

The period preceding the great migration westward was one of conflict and colonization. Fur traders from the French interests, the British and Americans vied for the ter-

ritory rich in animal pelts. Settlement of the West through the first half of the 19th century made many appeals to the citizens of the young American nation along the Atlantic seaboard. The sense of exploration and adventure drew thousands to the West while others thought that the pastures were greener out West and still others were literally forced out of the East by recurring economic hard times.

Missionaries Play Role

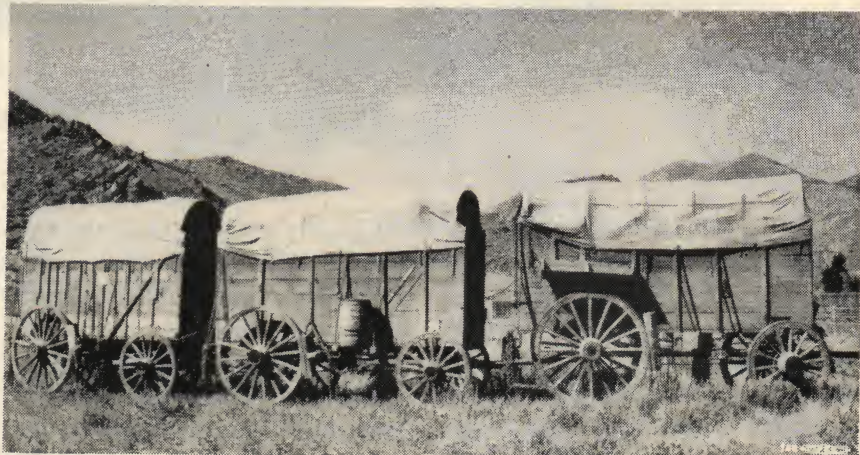
Missionary efforts played an important part in stimulating interest in the West and the name of Marcus Whitman is always associated with the Oregon Trail and settlement of the Northwest country.

Colonization, fur trading and conflict marked the years before the peaceful settlement of the western boundary in which the U. S. and Great Britain avoided armed conflict over possession of the Oregon area. By 1848 the Oregon Trail was pretty well defined and the next year with the discovery of gold in California the route became an important traffic artery for the covered wagon trains.

The Oregon Trail continued to be a popular thoroughfare for settlement until the 1880's. Indian troubles began to get acute in the '60's when the redmen realized they were being mistreated and pushed out of their hunting grounds. The coming of the Pony Express followed by the railroad speeded the pace of settlement and dimmed somewhat the luster of adventure on the western trails.

Much of the spirit of the frontier remains along the old Oregon trail today. Cities along the once famous route are becoming more and more conscious of the historical lore and the heritage of the Old West. This feeling is expressed from the departure point at Independence, Mo., 'till the end of the trail in the lush Oregon country.

Independence is known now chiefly as the home of the President of the United States. But in the



The Oregon Trail passes through some of America's most spectacular country. A typical highway scene in the Rockies is shown in the photograph above. In the photograph below are Western wagons reminiscent of the type used in the great migration westward a century ago. Trail was once rerouted due to Indian peril.

years gone by it was a famous outfitting point for both the Oregon and the Santa Fe trails. Early wagons came from the east and soon a man named Murphy began to manufacture the famous "Murphy wagons" for the western trek. A loaded wagon weighed from three to seven thousand pounds and ten or twelve mules or six yoke of oxen were needed to pull the wagon.

Kansas City, one of the most famous points along the route retains its importance for all forms of transportation—road, rail and air. This midcontinent point is an important one for teamsters with over-the-road hauls headed westward or eastbound en route to the industrial cities of the East. Likewise, it is an important railway divisional point for rail change and in recent years

has grown to be one of the most important aviation centers in the United States. St. Joseph was the departure point for the oldtime Pony Express and Council Bluffs, Mo., is famed for the site of old Indian pow wows—from which it derives its name.

Omaha, like Kansas City, is famous as a transfer point in surface transportation and as a grain and livestock center. The city's site was selected in 1857 by a lawyer for a railroad, a lawyer to become famous in American history—his name: Abraham Lincoln.

Wyoming, one of the least known states, in the opinion of some, is one of the most interesting in the Union. The old Oregon Trail route through the state had to be rerouted some 85 years ago on account of the Indian

peril. Today the state retains much of the lustiness of the old frontier days. This spirit is perpetuated in the roundup held at Cheyenne and the attention given to the lore of the Old West.

Rich in minerals in the western part, the state abounds with wild game, game fish and upland game birds. During the fall and winter the largest pronghorn antelope herd in the world provides big game sport. Mule deer and elk herds are also plentiful. It is said that Wyoming leads all the states in the coal reserves it possesses—enough coal to last the nation for 100 years. The land is also rich in oil and many other minerals.

Most Famous City

Cheyenne is the state's capital and perhaps its most famous city. This city has become an important transport junction for both surface travel and aviation. The Old Oregon Trail does not traverse, but does go relatively near the Grand Tetons and Yellowstone National Park (on the alternate north route). The riches in scenery of Yellowstone are too well known to repeat.

The early explorers from Lewis & Clark on had their troubles when they traveled through the Idaho country. An area of mountains, the state is regarded as rich in min-

erals and today calls itself the "gem state." However, until after 1860 Idaho was regarded as more of a liability than an asset. The country where once the settlers traversed is now rich in mineral development and irrigation projects. The state has some 3,000 irrigation projects of all sizes. Important in this development is the Snake River, which has a 450-mile basin and is 1,000 miles long. Like many mineral areas, the state has numerous mineral springs of various types.

Points of interest in Oregon along and near the old trail are somewhat better known than many areas to the eastward. The Oregon country is today the goal of many settlers just as it was a century ago, for the state is rich in resources and in features which yearly draw emigrants from the states of the East.

The Oregon Trail goes in a northwesterly direction from the Idaho line toward Pendleton where is held one of the world's most famous rodeos and western roundups. The trail follows the rich Columbia valley via The Dalles, Oregon City, and Portland, until it reaches the terminal point at Astoria. Some of the world's most beautiful scenery can be viewed along the old trail, but it is not in scenery that Oregon depends for its economic support.

The Columbia River development

through the giant dam at Bonneville, one of the greatest power projects ever built by man, and the reclamation work in the state makes Oregon have one of the country's finest potentials for a bright economic future of any area in the world.

The river development has attracted much industry to the state, among the most important is manufacturing, particularly of aluminum. The various processes in aluminum manufacture require tremendous power resources which are present here and in the Tennessee Valley.

Lush Fruit Lands

In addition to the great mineral and manufacturing resources of the state are the lush fruit lands. Teamsters know the excellent fruit resources through the large membership of cannery workers in the fruit areas. Timber and livestock add to the resources of the land which was once a great source of furs and the subject of contention between the U. S. and Great Britain. No one knows better than the teamsters of the West Coast the wide range of products of today which come from the rich Oregon country—products that contribute heavily toward providing employment to several branches of the International Brotherhood of Teamsters.



Local 773 Stages Annual Christmas Party



Left to right: Hugh O'Donnell, President; John Rishko, Business Agent (Santa Claus); Charles Parker, Secretary-Treasurer.

Each year for the past nine years, Teamsters Local Union No. 773 of Allentown, Pa., has been giving a Christmas party for the children of their members.

Prior to 1948, these parties were held in any halls that could be obtained. In 1948, because of increased attendance, it became necessary to secure larger quarters. This year's party was held December 17, 1949, in the State Theater and was attended by 1,800 children.

A two-hour cartoon show, starting at 9 a. m., was put on for the children. Upon leaving the theater each child received a bag containing

a 1-pound box of candy, an apple, orange and banana, direct from the truck parked in front of the theater.

The chairman of the committee is Charles Parker, secretary-treasurer of the Local Union, assisted by Hugh O'Donnell, president. The part of Santa Claus was played by John Rishko, business agent.

The cost of these parties are defrayed from the general funds of the Union. This year's party cost approximately \$2,000.

The Local Union has received favorable comment from both membership and outside sources and plan to continue parties indefinitely.

solemnized as a holiday to be observed throughout the nation."

President Green as successor to Samuel Gompers outlined many facets of the versatile career of the first AFL president. Praising the sound foundation built by the founder, President Green closed his address by saying, "The organization which Gompers built has withstood the grilling tests of business prosperity and depression. Because of its services it has gained and held members. Bound by spiritual and fraternal bonds, it has inspired its members to work on for ever higher standards. . . . There has been growth without change of purpose or goals. Our foundation, which is rooted in understanding of human dignity with inalienable right to freedom, will remain unchanged."

Top Leaders in Gompers Tribute

(Continued from page 3)

democratic processes—and history now records how right he was."

Both President Green and Vice President Woll recalled their associations with Mr. Gompers and each praised the energy, determination and intellectual force of the AFL founder during his tenure as head of the Federation.

Vice President Woll in closing his remarks on Gompers said, "May I, therefore venture to propose that we give rise to a new conception of our evaluation of the services rendered by Samuel Gompers expressed in setting aside of January 27th of each succeeding year as a Samuel Gompers Birthday and that this day be

Local 581 Drivers Win Safety Award

Nine members of Local Union No. 581, Grand Forks, N. Dak., drivers for a warehouse firm in that city, were awarded first place in the recent National Fleet Safety Contest, Group 2, sponsored by the National Safety Council. The company and its drivers long have enjoyed an excellent safety record.

To win first place, the nine drivers traveled 95,709 accident-free miles.

The nine are Martin Austin, Anton Bachmier, Gordon Raymond, Art Haggerty, Gilbert Halvorson, Lester Lyle, Walter Rose, Robert Zietlow, and Joe Spicer.

Local 753 Has 48th Birthday

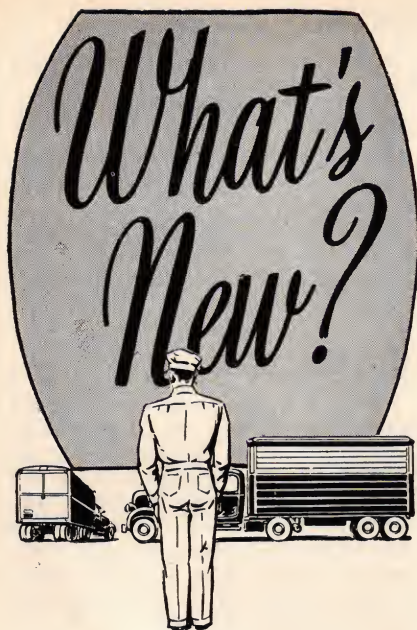
(Continued from page 11)

ion pension to members who qualify. In addition they get their own *Union Milk Distributor*, a monthly paper mailed direct to the homes of the membership to acquaint them and their families with current news of Local 753's activities and edited by their Executive Board.

The union encourages athletic activity. They have 120 five-man bowling teams in the milk drivers' bowling league, 50 soft ball teams and hold two annual golf tournaments.

In the political campaigns in recent years their members voluntarily contributed thousands of dollars for the cause, rendering yeoman service in all their districts, putting into action Labor's slogan of going out and replacing Taft-Hartley Congressmen and Senators with men who will be Labor's friends.

Local 753's Executive Board is proud of its fine union, their splendid Teamster Council No. 25 of Chicago and the fact that it is an integral part of the best labor organization in the world, THE INTERNATIONAL BROTHERHOOD OF TEAMSTERS.



Spark Plug Tester Has New-Type Dial

A "sparking comparator" dial, a conveniently located air valve and switch button control are features claimed for a spark plug tester recently announced. The tester is said to answer the demand of those who have been seeking an independent unit to combine with any cleaning machine they may have.

Wheel Straightener Claims Many Features

A wide frame makes removing tires unnecessary with a new wheel straightener recently marketed. The new model handles bent rims, damaged hubs, and drums in addition to various other wheel jobs. Steel fingers can be adjusted to any type of size hub, thus eliminating use of individual dies for every hub.

Truck Directional Signal on Market

A new truck directional signal device, meeting all SAE and state requirements for Class A signals, is being manufactured in Norwalk, Conn.

Required in all trucks over 80 inches in width, the complete set consists of: two lamps with red lenses for the rear; two lamps with amber lenses for the front; a finger-tip control switch unit; flasher and all hardware necessary for complete installation.

The outfit is made of steel and is finished in black baked enamel. The reflector is silver plated on brass, is sealed against moisture and dust and reflects light in excess of all state requirements. The new specifications eliminate the use of the arrow and use the flashers to denote intention to turn.

Steel Containers Prevent Breakage

Steel containers designed to eliminate damage and pilferage are being produced by a Pittsburgh firm. The 275 cu. ft. steel boxes were used recently in the export shipment of 2,125 cartons of pharmaceuticals. The company reports that the shipment, which weighed 11½ tons, included several types of products in jars, tubes and bottles. Out of the entire consignment, only two jars were broken despite the fact that the cargo was packed only in cardboard cartons.

Merely Crank Handle And Tire Is Changed

With an improved tire changer recently announced, the operator merely cranks a handle to remove or install tires. New features claimed for the changer include a rugged cast iron turret, redesigned roller arm bracket, four to one ratio cast steel bevel gears, cast iron rim holding jaws with tool steel tooth inserts and larger cables and pulleys.

The maker says three fittings provide for rapid pressure lubrication of all moving parts.

Windshield Wiper Is Easy to Install

A new universal-interchangeable windshield wiper motor fits more than 500 different vehicle models, according to the manufacturer. The device comes in two models.

Simplicity of installation is achieved by design of the interchangeable shaft attachments and adjustability of motor shut-off controls. The desired shaft attachment simply is placed in position on the motor and keyed to the driving shaft by dropping two pins into slots.

New Electric Brake Bonder Is Offered

A Cleveland company is manufacturing a new electric brake bonder. Advantages claimed are: A pressure application feature, accurately controlled heat, strengthened bond, and speed and simplicity of operation.

Bonding is accomplished by confining the assembled shoe, bonding agent and lining between a pressure band and heated anvil. The tendency of the bonding agent to flow under the combined effect of heat and pressure is compensated with the pneumatic follow-up action of the anvil, which maintains a constant pressure of 200 pounds or more per square inch of lining surface. Cure is completed in four to seven minutes. Both four-shoe and two-shoe models are offered. They are bench models measuring 17 inches wide, 21 inches deep and 20 inches high.

Teamster Announces Flashlight Holder

Arnold Ostlie, a member of Local Union No. 731, Chicago, has invented a flashlight holder that is reportedly gaining instant acceptance among mechanics. The holder is in the form of a head harness, adjustable to any head size, and accommodates most two-cell flashlights. It leaves both hands free for work in places where good illumination is necessary.

Simple Operation Feature of Freezetester

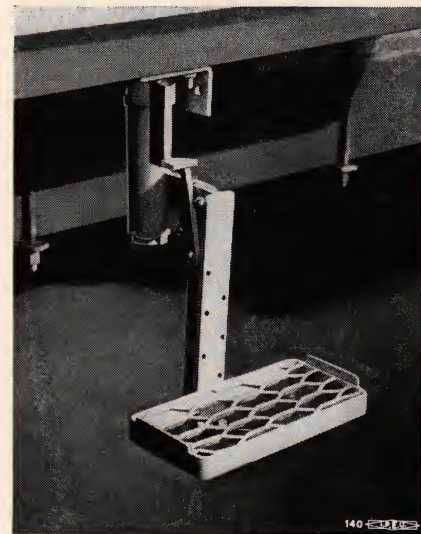
Simplicity of operation and compactness are two of the features claimed for a new freezetester which the maker says will test all commonly used types of antifreeze—alcohol, methanol and ethylene glycol.

A new, easy-to-read chart is located directly on the thermometer.

Device Helps Prevent Tire Inflating Accidents

A tire inflating safety device recently introduced is designed to prevent serious accidents while installing, removing, inflating or deflating any tire on snap ring type rim. The unit consists of two chain slings which are joined by metal cross-bars.

Many Uses Claimed For New Safety Step



A swing-away safety step can be placed on sides, drop ends and rears of trucks, trailers and tractors, the manufacturer announced. It is made of three-pound mesh which gives better traction during all types of weather, the announcement says. It also acts as a shoe scraper, keeping the interior of vehicle clean.

Mounted on the side of a vehicle, the steps will swing out of the way of any obstruction, regardless of direction of motion.

Relax WITH US

Quite a Distance

A motorist stopped his car on a country road and asked a native how far it was to Millerstown. The reply was:

"It's 24,999 miles the way you're headed, but if you turn around it ain't but four."

★

A Fast Thinker

Andy called at the big business house to apply for a job he had seen advertised.

"But, my dear man," said the manager, "you are much too late! Why I've had over a thousand applications already!"

Andy looked thoughtful.

"Well," he said, after a while, "how about hiring me to classify the applications?"

★

Heated Athletics

A woman was talking with a friend about the athletic achievements of the latter's son.

Your boy must be an exceptionally fast runner; I see by this morning's paper that he fairly burned up the track with his record-breaking speed. I suppose you saw him do it?"

"No, I didn't see him do it," replied the boy's mother, "but I saw the track this morning and there was nothing but cinders there."

★

It's Awful Quiet

A nurse in a mental hospital noticed a patient with his ear close to the wall, listening intently. The patient held up a finger as a warning to be quiet. Then he beckoned the nurse over and said, "Listen here."

The nurse listened for some time and then said, "I can't hear anything."

"No," said the patient, "and it's been like that all day!"

★

Milking Time

"Another farmer is bringing suit against our road on account of his cows," said the railway clerk. "This time he complains that our trains go so slow the passengers reach out and milk his cows as they go by."

★

Unpopular Drink

During the Klondike gold-rush days a bartender in a Nome saloon handed a glass of crystal clear water to an old sourdough and asked for an opinion on it. With a wry face, the sourdough forced

half the "aqua pura" down his gullet and then with a shake of his grizzled head, said: "Can't spot it at all, but don't put in a big stock. It'll never be a real popular drink."

★

Ungallant Escort

He (at the movies): "Can you see all right?"

She: "Yes."

He: "Is there a draft on you?"

She: "No."

He: "Is your seat comfortable?"

She: "Yes."

He: "Change places with me, will you?"

★

Reason Enough

Although as big and as strong as the policeman who had arrested him, the man with the close-cropped hair and brutal face allowed himself to be marched towards the police station.

There had been the usual crowd in anticipation of a scrap, but it had drifted away when they saw there was nothing doing. Even the policeman admitted it was the tamest arrest he had made for many a day.

"It isn't like you to go so quietly," he remarked. "What's taken all the ginger out of you?"

The prisoner sighed: "I've got my best clothes on."

★

Advertise For Her!

Little Dorothy had been praying for a baby sister. Her mother, while reading the paper, exclaimed: "I see Mrs. Smith has a little daughter."

"How do you know that, mamma?" Dorothy inquired.

"It says so in the paper, dear."

"Read it to me."

Her mother read: "Born to Mr. and Mrs. Smith, a daughter."

Dorothy thought a moment and then said: "I know what I'm going to do. I'm going to stop praying and begin advertising."

★

He's No Dummy!

John Smith witnessed a minor holdup. In due time the police arrived, and one officer asked the witness his name.

"John Smith," said Smith.

"Cut the comedy," snapped the cop. "What's your name?"

"All right," said Smith, "put me down as Winston Churchill."

"That's more like it," said the officer. "You can't pull that John Smith stuff on me!"

Residence: Guardhouse, Ky.

A Kentucky rookie met a brisk young second lieutenant.

"Mawnin'," drawled the rookie pleasantly.

The outraged loogie teed off on a lecture on military courtesy with emphasis on saluting.

"Lawdamighty" replied the rookie when he was through. "If I'da knowed you was gonna carry on like that, I wouldn't of spoke to you at all!"

★

Don't Mention It

During a railroad strike in England a volunteer engineer on the London-Liverpool express performed the remarkable feat of bringing the train into Liverpool 25 minutes ahead of time. The passengers went forward in a body to thank him. His pale face emerged from the cab. "Don't thank me," he gasped. "I only found out how to stop this thing five minutes ago."

★

To and Two

There had been an accident, and the landlord had carried the motorist into his tavern. When the man recovered a bit, he asked what had happened.

"Well, sir, you had a very bad smash," said the landlord, "but I managed to bring you to."

"Did you?" murmured the victim. "I don't remember. Do you mind bringing me two more?"

★

No "Flask of Wine"

Two young men had been invited out to dinner by their employer. During the course of the meal the conversation drifted into channels which got the young friends into rather deep water.

"Do you care for Omar Khayyam?" asked their host, thinking to discover the literary tastes of the young men.

"Pretty well," the one addressed replied, "but, personally, I prefer Chianti."

The subject was abandoned, but on the way home the other said to his chum:

"Why don't you simply say you don't know when you're asked something you don't understand? Omar Khayyam isn't a wine, you idiot. It's a kind of cheese."

★

Just a Cut-Up

Barber: "You say you've been here before? I don't remember your face."

Customer: "I don't doubt that. It's healed now!"

★

Dad's the Dumbbell

"Momie, what becomes of an automobile when it gets too old to run any more?"

"Why, somebody sells it to your father, dearie, for a used car good as new."

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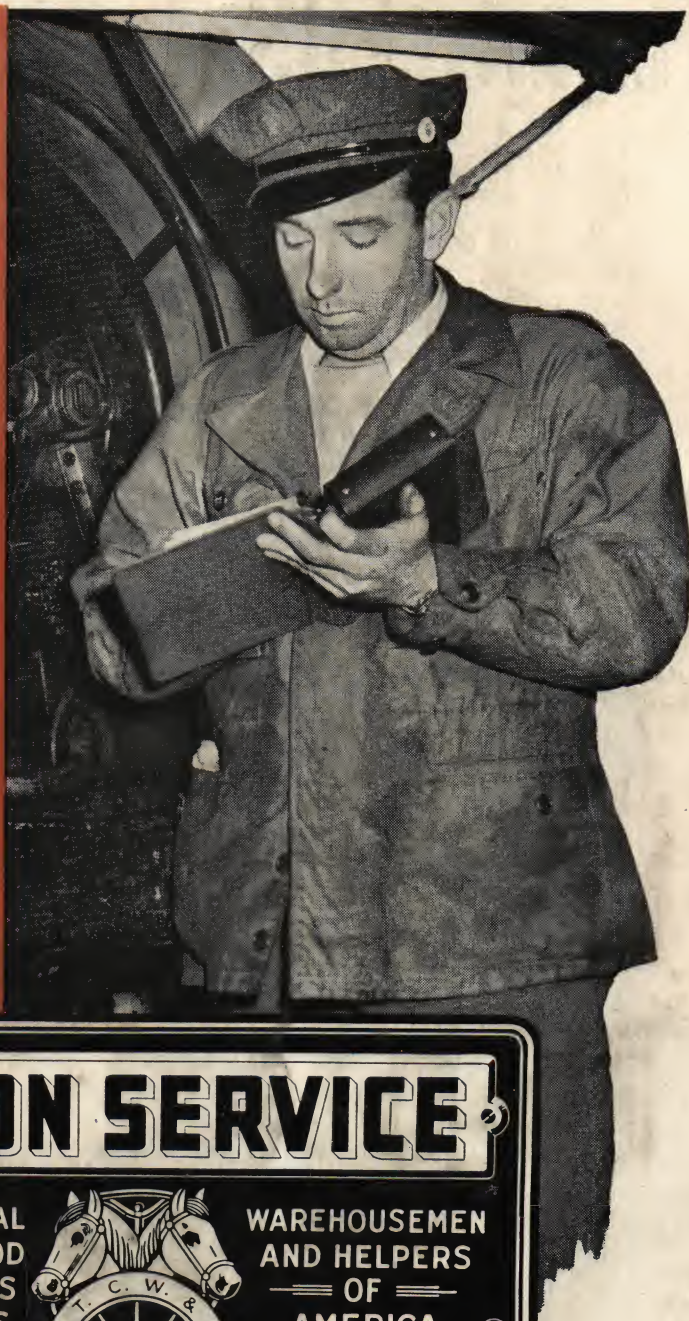
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